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American Railroad Journal.

New York, Saturday, November 14, 1874.

Journalism as a Profession.

The Secretary of the Treasury has, by a recent decision, given the profession of journalism a new distinction. He has recognized it as one of the learned professions, to be ranked, at least so far as classification in the tariff laws goes, with medicine, jurisprudence and theology. An American journalist, who was returning from Europe, bringing with him a considerable quantity of books, amounting in value to several hundred dollars, for use in his own library, claimed that the books were entitled to be entered duty free, as a portion of his professional journal library. He bases this application upon that section in the customs laws which makes provision for the free importation of books for the use of a library of a physician, a lawyer and a clergyman. The custom house officers at Baltimore, at which port the books were imported, decided that journalism is not a profession, and that these books could not be imported under that provision. An appeal was taken to the

Secretary of the Treasury, who has decided that journalism is a profession to such an extent as will give a journalist the advantages of this provision of the law.

Leather Belting.

OAK-TANNED SOLE LEATHER AND AMERICAN BEND LEATHER.

The leather belting on exhibition at the American Institute Fair is very appropriately placed near the quarters devoted to machinery, and in such a position that it may be carefully examined by visitors.

Messrs. J. B. HOYT & Co., 28 and 30 Spruce St., N. Y., make an excellent display in articles of this description. This firm have been extensively engaged in this line of trade for a great many years, and their belting is made from carefully selected hides, while the various processes of tanning and finishing are such as long experience has pointed out to them to be in every respect the best, considering strength and durability. Their belts are well adapted to the use of machinists, cotton and woolen manufacturers, paper mills, bleach and dyeworks, mines, and all manufacturing industries of an extensive character requiring the aid of continuous appliances where simple or complicated machinery is in motion.

Every piece of belting made by them is stretched by powerful mechanical contrivances, jointed and secured in such a manner that both sides will present an even surface to the pulley and run uniformly, as though it were a single strip of leather, instead of being two or more pieces. Waterproof joints are made for belts used in damp or wet situations.

This house very recently were awarded gold medals and diplomas from various fairs and industrial exhibitions, and received the first premium for their several specimens of leather belting at the Cincinnati Exposition, the Southern Ohio Fair held at Dayton, and the Michigan State Fair held at East Saginaw.

In addition to their leather belting, above described, on view at the American Institute Fair, the firm have also on display, in the regular department assigned to sole-leather, calfskins and fancy leathers, specimens of oak-tanned goods that, in our opinion, cannot be excelled by any other of like description. Their American bend leather is displayed side by side with the best English imported stock, and the comparison is every way favorable to the domestic. In the line of sole leather suitable to gentlemen's or ladies' fine custom work there is nothing that takes pre-

cedence of the productions of this old established and reliable house.

The individual members composing the firm of J. B. Hoyt & Co. are J. B. Hoyt, D. B. Fayerweather, and Harvey S. Ladew, all of whom are gentlemen of long experience in their line of business, and who guarantee perfect satisfaction to their customers in everything pertaining to their trade.

Shortages upon Grain.

The Chicago Times says it is understood, and stated with considerable authority, that the Baltimore and Ohio Railroad Company is about to make an announcement concerning the transportation of grain which contains an unusual significance, and will prove of incalculable benefit to Chicago grain shippers, and then adds:

The railroad company proposes, on the completion of its line to this city, to guarantee for all shipments a full delivery of goods consigned to it. When this fact is considered in connection with the immense grain trade of this city, the full meaning of the movement will be better appreciated.

Ever since the grain trade of Chicago began to assume anything like its present proportions, the shortages upon the grain have been one of the formidable burdens which have been borne by the dealers, and by this means alone there have been lost, in the aggregate, sums amounting to hundreds of thousands of dollars yearly. Naturally, any means proposed which will relieve the shippers of this onerous burden will be gladly accepted, and if the new line into Chicago will take the initiatory step in the matter, as is announced, it will attract to itself an unusual amount of traffic. It is assumed that at the present stage of railroading, a company should run such a class of cars as to provide against loss from leakage. In the matter of shortage the largest scope is given for rascality, and in the event of suspicious loss, the shipper has no recourse to recover except by means of a tedious and expensive fight in the courts. Without reflecting in the least upon the honesty of the railroad companies, there are numerous cases where the most flagrant dishonesty is apparent somewhere, and it seems nothing more than right that the railroad companies generally should follow the course in which the Baltimore road proposes to take the initiative.

Such action on the part of this company cannot but result in the largest fruits, both to itself and to the City of Baltimore. If the road will maintain, in connection with such a course, a low grain rate, it cannot help but command an immense traffic, as shippers will be sure to avail themselves of an outlet which insures them for every pound

of the article shipped. The policy of the road in taking the action it does is variously considered, but may be found in a few facts which are well known in connection with the corporation. Besides the interest the company has in attracting to Baltimore all the business in its power, it owns and controls a large number of grain elevators, which are capable of accommodating and handling large quantities of grain, and it is to the company's interest to secure as much of the grain trade as possible, even at a slight loss in handling. The City of Baltimore is also assuming considerable prominence as an outlet for foreign shipments, and the number of steamship lines is yearly increasing. The Baltimore and Ohio Railroad is largely interested in lines which ply between the latter city and New York and Boston, as also to foreign ports, and it is apparently in the interest of the company to attract all the through shipments to the Southern city in their power.

The latest move on the part of the Baltimore road in the interest of Chicago cannot but compel the New York lines to take a similar action, as in the event that they fail to do so, Baltimore will command the largest proportion of the grain shipments of the Northwest, which the Metropolis cannot afford to lose.

Atlanta and West Point Railroad.

The earnings of this road for the years ending June 30, 1873 and 1874, were as follows:

	1873.	1874.
From passengers	\$142,068 41	\$111,857 10
" freight	235,208 38	185,740 21
" mails	10,781 28	10,781 28
" express	8,657 01	6,560 18
" miscellaneous	2,629 22	9,293 83
	\$399,344 30	\$324,232 60

Expenses, viz:

Conducting transp.	\$79,694 22	\$64,378 72
Motive power	97,558 77	66,111 73
Maintenance of way ...	72,553 62	62,227 94
Rent of Macon & Western Railroad	6,000 00	6,000 00
Repairs and rent of cars	13,842 25	13,961 06
	\$269,648 86	\$212,679 45

Net earnings,

From which deduct extraordinary expenses in 1873-'74—

For two new locomotives \$27,000

New iron and re-rolling, over

ordinary repairs,

42,000 00

Net over all payments

In 1872-'73 the extraordinary expenses were \$29,534, leaving the balance of earnings at the close of that year \$100,161 44. The President in his report says:

In reporting the operations of the road for the past year, the board need do little more than refer to the report of the superintendent, which accompanies this report. The statement of condition and balance sheet of the treasurer are also appended, which exhibit the financial resources of the company. These documents, though instructive, are not very encouraging. The net profits, or profits unexpended, are not sufficient to pay the usual dividend of eight per cent. It is true that the deficiency occurs by appropriating more to the restoration of property, and increase of outfit, than the present means of the company would bear. But admitting this apology, the exhibit is not so favorable as the directors had hoped and expected.

The superintendent, by a comparative statement shows a falling off of receipts, compared with the previous year, of \$75,111 70, and acknowledges the result to be contrary to his predictions. The superintendent, with trifling interruption, has been connected with the company, as engineer or superintendent, from its organization, and has been remarkable for the accuracy of his anticipa-

tions of future receipts. But the troubles and disasters which have recently beset the railroad interest at the South have baffled all human sagacity. The providence of God and malevolence of man seem to be united for the destruction of this devoted interest! Very few railroads at the South pay any dividend to the stockholders. Many cannot pay interest on their bonded debts, and are in the hands of receivers, and many others, at this time, are not making their legitimate working expenses! Yet, whilst acknowledged to be useful and necessary to the country, they are the victims of a senseless prejudice, and new burthens are constantly heaped upon them by hostile legislation!

The true causes of the very large and unexpected reduction of receipts is correctly accounted for by the superintendent. Whilst there is a large reduction of tonnage, and decrease in the number of passengers, yet the heaviest reduction has been from a reduction of rates and fares. Until some improvement in the resources of that country on which our road is mainly dependent, we cannot expect a very rapid recovery of our former profits, now reduced by its depressed and exhausted condition. The condition of this part of the South west is properly characterized as abnormal. By Nature, one of the finest countries on the earth, and one of the most productive in Southern exports, much of it is now almost a desert, and seems to dry up and impoverish every interest connected with or dependent upon it!

In last Annual Report reference is made to losses and embarrassments by default of connecting roads, and by the guarantee of the bonds of the Montgomery and West Point Railroad. The hope that the balance on freight account would be paid has not been realized, and the loss by the guarantee has been somewhat larger than anticipated. Fortunately, the company owes nothing, except for the loss brought on it by these defaults, and the passing of one more dividend would have liquidated the loss. But as the company has been free from debt, its stock has been much relied on as a reliable family investment, and a suspension of dividends is attended with serious inconvenience. In this view, and as the profit and loss account rendered a dividend legitimate, the directors declared a dividend of four per cent, payable the first of August, which will be provided for from the effects of the company without an increase of debt.

Under our system of long through lines of associated roads, a leading curse to solvent roads is a forced association with insolvent connections. When weak, they must be sustained by loans or guarantees, and to risk current balances in their hands is an absolute necessity. This system of through lines greatly cheapens transportation from distant points, but as it is hard upon the home producer and frequently disastrous to the solvent railroads themselves, it may well be doubted whether it would not be for the interest of the latter that each railroad should be confined in its operations to the territory embraced in its charter.

The Superintendent hopes for increased profit on a more thorough organization of the Atlanta and Richmond Air-Line, and there is some hope of the completion of the Vicksburg and Shreveport Road—a road of great importance to our road, and the completion of which is only a question of time. A project has also been recently discussed and hopefully agitated to establish a line of first-class steamers from Vera Cruz to New Orleans, there to be connected with, and perhaps owned by, an associated line of railroads to New York. The scheme is a magnificent one, and perfectly feasible, and if ever carried into effect it will fix the prosperous destinies of every link in the shortest line from New Orleans to New York. Mexico has ceased her pronouncements, and is said to have become orderly and industrious, and thoroughly imbued with a spirit of improvement. If this be so, what a stream of trade and travel will crowd all peaceful avenues from this splendid country, in its intercourse with our Capitol and Northern cities, and, through them, with Europe!

It is pleasant to contemplate this vast project, though its realization may be in the distant future.

A general reduction of receipts has forced a corresponding reduction in expenses on most Southern Railroads, as a matter of necessity. Large reductions have been made on ours. If further reductions can be made consistently with safety and true economy they will be made. There is a limit, however, which should be prudently observed, especially in the road departments.

With the exceptions named by the superintendent, the business of the year has been performed with great regularity and freedom from accident, and the officers generally, so far as known to the Board, have been faithful in the performance of their duties.

The company have 21 locomotives, 6 passenger, 4 baggage, 1 express, 2 shanty, 414 box, 18 stock, 23 platform, 3 coal and 5 cab cars. Number of through passengers, 12,663; do., way, do., 41,698—total, 54,361, against 62,987 in the previous year, a decrease of 8,626. Tons of freight transported, 63,485, against 86,592 in the previous year, a decrease of 23,107. Bales of cotton transported, 90,156; same for previous year, 84,171— increase, 5,985.

BALANCE SHEET, July 1, 1874.

Road outfit and real estate	\$1,197,634 51
Bills receivable	149,091 25
Vicksburg and Meriden R. R. Co.'s preferred stock	3,432 00
Mobile and Montgomery R. R. Co.'s preferred stock	700 00
Dividend No. 35	49,288 00
Interest account	7,587 84
Bond exchange account	18,791 35
Due by agents and connecting roads	26,499 92
Road expenses for the year	254,679 45
Cash on hand	6,509 14
	\$1,714,213 46
Capital stock	\$1,232,200 00
Profit and loss, July 1, 1873	68,445 98
Bonds of the company	83,000 00
Due to agents and connecting roads	6,154 88
Dividends unpaid	180 00
Road earnings for the year	324,232 60
	\$1,714,213 46

President.—HON. JOHN P. KING.

Directors.—B. C. Yancey, John S. Bigby, F. Phinizy, W. B. Berry, John F. Moreland, L. B. Lovelace.

General Sup't.—L. P. GRANT.

Secretary & Treasurer.—W. P. ORME.

The Festiniog Railway.

A great deal was said about this little railroad a few years ago, but it seems to have been neglected of late, and the curiosity concerning it which was so whetted then is not gratified. The Railway Returns of the British Board of Trade for 1873, however, show that it still exists and carries freight and passengers; and in order that the friends of the narrow gauge may be able to quote its latest workings when they fortify their arguments with it, we present the following abstract of the report, which is for the year 1873:

Length of road, single track, 23½ inch gauge, 14 miles.

Capital cost:

Paid up common stock (4 per cent dividend in 1873)	\$430,930
Preferred stock (5 per cent dividend in 1873)	175,000
Loans (bearing 5 per cent interest)	60,000

Total cost (\$47,566 per mile)

Besides dividends and interest charges, the company paid in 1873, \$6,760 for "wayleave," and \$1,355 for rent of lands, and adding this to the interest and dividends we have \$37,102, which is 5.57 per cent of the cost of the road.

The number of passengers carried and receipts therefrom were:

	Number.	Receipts.
First class.....	4,495	\$1,950
Second class.....	3,562	1,220
Third class.....	120,577	17,790

128,634 \$20,960

The tons of freight carried were:

	Tons.	Receipts.
Minerals.....	124,830	\$80,860
General merchandise.....	18,845	17,800

143,675 \$98,660

Freight and passenger earnings.....	\$119,620
From other sources.....	2,915

Total earnings.....	\$122,535
Working expenses (59.63 per cent).....	73,070

Net receipts.....\$49,465

The average charges per mile were, counting each ton and passenger as passing over the entire line:

	Cents.
First class passenger.....	3.09
Second class passenger.....	2.44
Third class passenger.....	1.05
Ton of minerals.....	4.62
Ton of merchandise.....	6.74

The ordinary mineral rates in England are from 1½ to 2 cents per mile.

If the charges for the different subjects of transportation are in proportion to the cost, it cost this road in 1873, 2.77 cents to move a ton of minerals a mile, and 4.04 cents to carry a ton of merchandise that distance.—*U. S. R. R. and Min. Reg.*

St. Louis and Iron Mountain Railroad.

The report of this company for the year 1873 covers the following lines: St. Louis to Belmont, 196 miles; Bismarck to Moark, 110 miles; Mineral Point to Potosi, 4 miles—total 310 miles. Of the line from Bismarck to Moark, 99 miles, (from Pilot Knob to Moark,) was owned by the Arkansas Branch Company, a separate corporation, though the stockholders were the same as those of the St. Louis and Iron Mountain. Of this line the 20 miles from Poplar Bluff to Moark were not worked by the company until after April 2.

At the close of the year 1873 the property was represented as follows:

St. Louis and Iron Mountain stock.....	\$10,000,000
Funded debt.....	8,622,000
	\$18,622,000

Arkansas Branch stock.....	\$2,499,000
Funded debt.....	2,500,000
	4,999,000

Total both lines.....\$23,621,000

The earnings, expenses, etc., for the years 1872 and 1873, were as follows:

	1872.	1873.
Earnings:		
From freight.....	\$1,673,672 91	\$1,667,041 58
From passengers and other sources.....	473,845 22	556,532 48

Total.....	\$2,147,518 13	\$2,223,574 06
Operating expenses..	1,459,399 52	1,528,549 55

Net earnings....\$688,118 61 \$695,024 51

Gross earnings per mile.....	\$10,040 43	\$7,290 41
Net earnings per mile.....	8,333 59	2,278 77
Per cent of expenses.....	67.90	68.74

The report for 1872 does not include the earnings of any part of the Arkansas Branch, which was under construction during that year. The comparatively small earnings from that line neces-

sarily reduced the earnings per mile for 1873, which, excluding the Arkansas Branch, were \$9,376 04.

	1872.	1873.
Passenger train mileage....	353,707	462,149
Passengers carried.....	552,315	537,276
Freight train mileage....	579,686	639,390
Tons of freight carried....	633,574	682,903
Tonnage mileage.....	68,528,952	60,236,979

The decrease in tonnage mileage was 13½ per cent, and this, with the increase in the number of tons moved, indicates an increase in local and a decrease in through business. The number of cars ferried across the Mississippi between Belmont, Mo., and Columbus, Ky., was: Passenger train cars, 6,154; loaded freight, 14,136; empty freight, 3,335; total, 23,625 cars of all kinds.

Improvements during the year included 20,244 miles new second track and sidings; three new engine houses, one for 16 engines at De Soto, one for 11 at Carondelet and one for 4 at Piedmont; freight house and new platforms at St. Louis; four new turn tables, and a transfer table 140 feet long, the latter at Columbus; coal bins at Blackwell and a number of lesser buildings. Six bridges have been renewed or repaired and a large amount of repairing done on the trestle work near Belmont. Much work has been done filling in the company's property in St. Louis, and 137.8 miles of fence were built along the road.

During the year 15 engines, 40 flat and 9 caboose cars were purchased and two baggage cars built. The equipment at the close of the year consisted of 98 locomotives; 10 first class and 11 second class passenger, 2 sleeping, 1 directors' 15 baggage, mail and express, and 2 Blood's day cars; 295 box, 447 Green Line box, 67 stock, 761 flat, 50 combination box and 47 caboose cars; 1 boarding, 1 derrick and 7 dump cars.

Since the close of the year the St. Louis and Iron Mountain and Arkansas Branch Companies have been consolidated with the Cairo, Arkansas and Texas, and Cairo and Fulton, and a new company formed known as the St. Louis, Iron Mountain and Southern.

Survey of the Hudson River.

THE PROPOSED SHIP CANAL ROUTE.

Messrs. E. D. Johnston and George Canrick, civil engineers and surveyors, and eight assistants employed by Gen. Newton, Chief of the Department for the Improvement of Rivers and Harbors, have been engaged for the past two weeks surveying the Hudson River from the State dam to the side-cut locks, West Troy. The object of the survey is to find out between the points above-named the depth of water, the configuration, and the nature of the substance of the bottom of the Hudson River. The more remote objects of the survey, however, are, it is surmised, to ascertain the feasibility and probable expense of the scheme which proposes to connect the great West with the Atlantic—the Champlain Ship Canal. The scheme proposes to make the Hudson River between Troy and Fort Edward navigable for ships drawing from twelve to fourteen feet of water and large and strong enough to cross the Atlantic. It also proposes the widening and deepening of Wood Creek between Fort Edward and Whitehall, which here joins the south end of Lake Champlain. Passing through Lake Champlain to the north end, ships could reach the St. Lawrence through the Caughnawaga Canal, the construction of which latter is included in the scheme, and will be commenced next Spring. All obstructions between Troy and the St. Lawrence removed, ships leaving any port in Europe could get as far west as Duluth, Minn., "the zenith city of the unsalted

sea," via Chicago, without breaking bulk. The scheme of course anticipates that the river between Troy and Albany will be deepened and improved. A bill was introduced into the Legislature last Spring appropriating \$40,000 for the improvement of the river between Albany and the upper side-cut locks in West Troy. The next thing to this, contemplated by the scheme, is the deepening of the river by the State between the side cut and the State dam. The survey of the river alluded to above is a fair indication that this will be accomplished.—*Troy Press, Nov. 7.*

Bills of Lading upon the Canals.

CONSTRUCTION OF WORDS. "QUANTITY GUARANTEED."

The facts in the late case of Bissel vs. Campbell, (54 N. Y., 353,) are briefly stated in the following opinion:

The plaintiffs made a contract with one Stevens to carry four cargoes of wheat from Buffalo to New York, consigned to Dows & Co., two of which cargoes were to be loaded upon the boats of defendant. Plaintiffs' shipping bill had in it the words "quantity guaranteed," and provided that "damage or deficiency in quantity as specified," should be deducted from charges by consignees. They made a contract with the defendant for the carriage of the two cargoes upon two of his boats. He executed a shipping bill for each boat, acknowledging the shipment of a specified quantity of wheat, consigned to Dows & Co., omitting the provision as to any deduction by the consignees for damage or "shortage," but containing the words "quantity guaranteed," and the following clause: "On safe delivery as above, Messrs. Jennison & Sprague collect freight as noted, retain our advance of \$768 03, and balance settle with captain." Jennison & Sprague were the agents of the plaintiffs, in the City of New York, for the collection of freight. The defendant delivered the cargoes in the City of New York, to the consignees, and then demanded the balance of his freight of Jennison & Sprague, and they paid it to him. When Jennison & Sprague settled with the consignees for the freight, the latter claimed a deduction of \$90 for shortage, which was allowed, and this action is brought to recover this sum with interest. Upon the trial, the defendant gave evidence tending to show that he delivered to the consignees all the wheat he received at Buffalo, and claimed that he was not, therefore, responsible for any shortage, but the court held at the circuit that, under his bills of lading, he had guaranteed that he would deliver the same quantity of wheat which was specified in the bills, and that he was absolutely responsible for any shortage, and this raises the first question for our consideration.

An ordinary bill of lading is not conclusive, as between the original parties, as to the quantity said to have been received, and any mistake or fraud in the shipment of the goods may be shown. In *Meyer vs. Peck* (28 N. Y., 590), it was held that the words, in a bill of lading, "any damage or deficiency in quantity the consignee will deduct from balance of freight due the captain," did not import a guaranty that the captain had received the whole quantity of grain specified, and that the captain could show in defense of a claim for shortage, that he had delivered all the grain he had received. But Judge Denio says, in that case, that "no doubt it might be made a matter of express contract that the carrier should account for

the precise quantity acknowledged in the instrument, and that no other evidence on that point should be received."

There has been considerable litigation in the courts growing out of the claim of consignees against carriers for shortage, and it must always be difficult to show whether the shortage was occasioned by the misconduct of the carrier or some mistake in the measurements. Hence, some years since, the clause was inserted in bills of lading upon the canals, that the consignee might make a deduction from the freight on account of shortage in substantially the form contained in the bill of lading in the case of *Meyer vs. Peck*. It seems to have been supposed that such a clause would make the carrier responsible for the quantity specified in his bill of lading, but the Court of Appeals held otherwise, and recently the words "quantity guaranteed" have been inserted in bills of lading, and the question to be determined is, what do they mean? In construing written contracts, force should be given to all the language used. These words were inserted for some purpose. If they be construed to mean a simple guaranty that the carrier will, without default on his part, deliver to the consignee, all the goods he receives, they have no force, as the contract implied by law requires him to do this. It would be quite unreasonable to suppose that the carrier meant by these words to take upon himself the risks from inevitable accident, from which the common law exempts him, and unless we hold that they have the meaning claimed for them by the plaintiffs, it would seem that they have been inserted without any purpose.

I am, therefore, prepared to hold that, upon the bills of lading themselves, the carrier in this case was responsible to the shippers for the quantity of grain specified. But, if I am wrong in this, and there is not sufficient in the bills of lading to enable us to determine the meaning of these words, then they may be regarded as an elliptical phrase, having a meaning to those engaged in transportation upon the canals. It was said by Chief Justice Shaw in *Brown vs. Brown* (8 Metc., 576), that "the meaning of words and the grammatical construction of the English language are *prima facie* matter of law to be construed and passed upon by the court. But language may be ambiguous and used in different senses; or general words in particular trades and branches of business, as among merchants, for instance, may be used in a new, peculiar or technical sense; and therefore, in a few instances, evidence may be received from those who are conversant with such branches of business, and such technical or peculiar use of language, to explain and illustrate it." In this case the words "quantity guaranteed," a detached sentence, located as it was in the bills of lading, may be regarded as a technical expression, the meaning of which is not apparent, but known to, and understood by persons engaged in the business of transportation upon the canals. A person engaged in such business was permitted to testify that this phrase meant, according to the custom of the business, that the bill was conclusive evidence of the amount of grain to be delivered by the carrier; and that, if it fell short, the carrier was to pay for the shortage, and if it overran he was to have the benefit of the excess.

I think this evidence was competent. (1 Green-

leaf Ev., § 280). Hence, the court committed no error in holding that the defendant was responsible for any shortage, and this brings us to the next question, whether there was any competent proof of any shortage.

The plaintiffs claim that the defendant authorized Mr. Sprague, of the firm of Jennison & Sprague, to settle with the consignees for the freight, and hence, that he is bound by the settlement he made in which he allowed a deduction from the freight of \$90 on account of shortage. I cannot take this view of the evidence. The defendant had nothing to do with collecting the freight of the consignees, and he had made no contract with them. His bill of lading specified that Jennison & Sprague, who were the agents of the plaintiffs for that purpose, should collect the freight of the consignee, and that they should pay him the balance of freight due him. After he had delivered the wheat, he called upon them and demanded the balance due him, and they paid it to him. He had a claim against the consignees for demurrage, and, after his boats had been unloaded, he told Jennison to collect and settle the freight, but to do nothing to prejudice his claim for demurrage. This evidently had reference to the freight due the plaintiffs, as the defendant had no claim for freight against the consignees. His claim was against the plaintiffs, and had been paid. It was simply a direction to Sprague, and could have meant no more, that when he settled plaintiff's claim against the consignees for freight, he should be careful not to prejudice his claim for demurrage. But if we assume that defendant gave him direction to collect and settle for his freight, such direction conferred no authority to admit that there was shortage, and settle for that. If there was shortage, the claim of the consignees for that was against the plaintiffs under their bill of lading, and the remedy of the plaintiffs was against the defendant under his bills of lading. Hence there was nothing in that evidence showing that the defendant was precluded from disputing the shortage. It became necessary, then, for the plaintiffs in some way to prove the shortage, and this they attempted to do by the measurer's returns. The defendant, in various ways, insisted that he was not bound by these returns, but that the measurers or parties who unloaded the cargoes should be called to prove how much wheat he delivered. The measurers of grain in New York are not public officers, and there is no law, making their returns, as to measurement, evidence. It was proved, however, that as between buyer and seller in New York, the measurer's returns are received and acted upon as evidence of the amount of grain sold, and that the buyer generally names the measurer, and, if no objection be made by the seller, the measurer thus named measures the grain. In this case Dows & Co. had sold this wheat, and measurers employed by them measured the grain, and made the returns to them of the quantity. The defendant was clearly not bound by this measurement. He had not sold or bought the grain, and had no part whatever in selecting the measurers. He had in no way assented that their returns should be taken as evidence of the quantity. Hence, whatever the custom in New York may be between buyer and seller as to measurement, it did not apply to him. Whatever the custom may be between parties as to

the measurement of grain in their amicable relations and dealings with each other, I apprehend, when they get into a Court of Justice, neither will be bound by the results of measurements, to which he has not expressly or impliedly assented.

As there was no other evidence to show that the defendant did not deliver all the wheat specified in his bills of lading, there was an entire failure of proof to show any deficiency in the quantity of freight delivered, and hence the plaintiffs should have been defeated.

It follows that the judgment must be reversed and new trials granted, costs to abide event.

Indian Railways.

REPORT OF THE GOVERNMENT DIRECTOR.

There are now open in India 5,872 miles of railway, which have cost about £97,000,000, giving an aggregate expenditure of £16,536 a mile. Of this length 727 miles are laid with a double line, and 5,725 miles on the 5ft. 6in. gauge. A further extent of 1,850 miles is now in course of execution, of which 817 miles will be on the 5ft. 6in. and 1,033 on the metre gauge. During last year 312 miles of additional line were opened.

As an instance of cheap and rapid construction, the Dakore branch of the Bombay, Baroda, and Central India may be mentioned. The line was commenced in November last, and was opened for passenger traffic on the 8th of April. It has cost about £4,000 per mile. It was, of course, an easy line to construct; but the materials were provided from this country, and the works, which were on the 5ft. 6in. scale, could not have been completed in so short a time without great energy on the part of the chief engineer, Mr. Mathew, and his staff.

The protective works which were being applied to the bridges over some of the larger rivers, such as the Beas, the Sutlej, and the Jumna, have been carried out, and the plan of throwing boulders of stone into the bed of the rivers round the piers seems to have answered. The scour is diverted to where it is harmless, and it is expected that the bridges will now be effectually secured against any damage from future floods.

The Indus Valley, which was to have been constructed on the narrow gauge, is now included in the category of those which are to be constructed on the 5ft. 6in. gauge. This change has recently been decided by the present Secretary of State in Council, on the ground that "it would not be consistent with his duty to allow the financial expectations," which are "the subjects of much uncertainty," "to outweigh the great strategic and political dangers which are constantly growing in importance, and which authorities so high as his Excellency (the Governor-General) and the Commander-in-Chief concur with many others in pressing upon her Majesty's Government." With regard to the line from Lahore to Peshawur, instructions are given that "if considerations derived from the advanced state of the works should not," in the judgment of the Viceroy, "be of sufficient importance to influence his decision, this railway will be constructed on the same gauge as the Indus Valley line."

The quantity of materials sent out from this country last year amounted to 118,245 tons, exclusive of ten locomotives and 85,499 tons of fuel. The Government were the chief consignors, having shipped nearly 60,000 tons for the State railways. Since the commencement of railway operations in India about 4,700,000 tons of materials have been despatched to that country, of the value of £31,150,000. The proprietors of Indian railway securities numbered 62,318 on 1st January, being only 378 in addition to the previous year. Of these, 56,597 were shareholders registered in England, and 4,821 were holders of debenture bonds or stock. Only 900 shareholders reside in India, of whom 421, or 87 per cent. of the whole, are natives. Upwards of £4,000,000 was expended in the construction of railways during the year 1873, the expenditure being nearly equally divided between

the Government and the companies. The whole amount of guaranteed capital which had been raised to 31st March last was £94,725,000, of which £92,417,000 had been expended. The sum expended direct by the Government amounted to £5,398,000, making a total expenditure of upwards of £100,000,000.

The total number of accidents to passenger trains officially reported during the year was 258, of which 13 were caused by collisions, 20 by trains getting off the proper line, 26 by fires, 165 by cattle trespassing, and 34 by other and minor causes. The number of persons injured was 438. Of these 96 were passengers, 236 railway servants, and the rest trespassers. There were 166 deaths—13 passengers, 74 railway servants, and 79 trespassers. In the previous year the number killed was 211, of whom 9 were passengers and 154 servants. Last year 3 passengers lost their lives through accidents beyond their control, and 54 were injured in the same way.

The receipts of the railways during the year 1873, after paying all expenses, amounted to £3,185,069, being £315,845 in excess of the previous year.

The gross receipts were £6,742,790, compared with £6,351,614 of 1872, and the expenses, £3,557,721, or 53 per cent., compared with £3,482,394, or 55 per cent.

The revenue for each of the last five years and the amounts paid for guaranteed interest in each year have been as follows:—

	Revenue.	Guaranteed Interest.
1869	£2,520,952	£4,013,871
1870	2,846,600	4,212,577
1871	2,686,260	4,422,242
1872	2,869,223	4,600,883
1873	3,185,069	4,613,511

It will thus be seen that the net amount borne by the State has in the five years averaged £1,550,996 per annum, and that while in the first year of the five the deficiency was £1,492,919, in the last it was £1,428,442.

When it is borne in mind that during this time the open mileage has been increased by about 1,000 miles, these results are disappointing. It may be observed, however, that trade for the last few years has not been in a satisfactory or flourishing state. The imports of merchandise show an actual falling off.

	Ruppes.
In the year 1869-70 they were	32,92,75,198
" 1872-73 "	31,26,05,614
The exports in the same year were—	
In the year 1869-70 they were	50,67,95,443
" 1872-73 "	53,44,03,833

The want of proper access to many of the stations on the lines is also one cause of the slow progress which has hitherto been made in the development of the traffic. When this deficiency has been supplied, and when feeders to the existing lines are constructed, a marked improvement will probably appear.

The expenses of maintenance amounted to £786,453, and of working to £2,771,268, being at the rate of 53 per cent. of the gross receipts as compared with 55 per cent. in the previous year. On the East Indian the rate was 38. On the Scinde, Punjab, and Delhi it was 69. The number of trains run was 187,406 compared with 155,594 of the previous year. The train mileage was 15,650,597 compared with 14,543,862. The train mileage receipts averaged 8.52s.; the expenses 4.46s.

The most striking feature in the traffic of the years 1873 and 1874 is the very large movement of grain to those stations on the East Indian and Eastern Bengal which are situated in, or which are close to, the districts where scarcity existed. The movement has had only a trifling effect upon the receipts of the year to which this report relates, but it has had a great influence over the results of the current half year. During the year 1872 the amount of grain conveyed on the East Indian, Eastern Bengal, and Punjab and Delhi amounted to 254,213 tons. In 1873 it rose to,

477,528 tons. The traffic was also stimulated by the reduction in the rate of conveyance, while the railway receipts were unaffected by the lower charge in consequence of the Government making up the difference between that and the usual rate. During the first six months of the present year about 544,200 tons have been conveyed by railway from Calcutta and from the Punjab to the famine stricken districts. By no other means, probably, could so large a quantity have been transported from one part of India to another. Additional proof is thus given of the great importance of railway communication. Without it the exertions of Government and the outlay incurred must have been increased tenfold. With railways, and a well conceived system of irrigation, famines may become unknown, although seasons of scarcity may occasionally occur. In other staples, such as cotton, sugar, hides, &c., the traffic has diminished, and piece goods have been nearly stationary. Salt increased on all the lines except the Great Southern of India, and the jute conveyed on the Eastern Bengal rose from 103,691 tons in 1872 to 124,049 tons in 1873.

We have our holidays and royal visitors and festive gatherings in this country to produce traffic on the railways. In India the same things occur, but there are also religious pilgrimages and festivals and certain customs peculiar to the country, which, as affecting the traffic, it may be worth while to mention. During the past year the passenger traffic on the lines in Western India has been less, in consequence of the suspension of marriages and the absence of marriage feasts, the year 1872-73 being the one out of every twelfth year in which no marriages take place among Hindoos living between the rivers Kistna and Godavery. Another example was a great bathing festival at the Ganges on the occasion of the eclipse of the moon, when special trains on the Oude and Rohilcund brought large numbers to the river.

The conclusions drawn by Mr. Danvers from the results of last year's operations are that the normal condition of the railways is, under existing circumstances, one of slow progress; that the railways are capable of doing more work; that with branches and good roads judiciously laid out traffic will increase; that in most cases a reduction in expenditure is feasible; that with proper care and economy and an enlightened management the majority of the lines would become more profitable and probably remunerative.

From the report of the Boston, Clinton and Fitchburg Railroad company for the year ending September 30, 1874, we learn that the earnings during that time were \$605,640, and the expenses, including dividends, \$639,778, which leaves a surplus of \$25,862. The receipts were \$11,798 and the expenses \$34,071 less than the previous year. The rolling stock has been very much improved and increased during the year, and is in excellent condition. Smith's vacuum brake has been applied to all passenger trains at a large expense. A large renewal of iron has also been made with much heavier rails than heretofore used. Tyler's patent safety switches have been put in at all switches, in place of the old style. The track and bridges on all portions of the road are in excellent condition, and will compare favorably with any of our New England Railroads.

At a meeting of the directors of the Mes-salowski and Kennebec Railroad held at Augusta, Me., on the 5th inst., H. A. Dewitt was chosen president, E. F. Pillsbury clerk, and James W. North Treasurer. The meeting determined upon making at once a preliminary survey of the route of the road between Augusta and West Waterville, a distance of 16 miles.

Telegraph Lines.

At a meeting of the stockholders of the Franklin Telegraph Company in Boston on the 6th inst., a resolution was passed, 5,976 to 2,672, instructing the President of the company to lease its lines, franchise and other property, except what are called supplies now on hand, to the Atlantic and Pacific Telegraph Company for 99 years at a yearly rental of not less than \$25,000, payable semi-annually.

The new direct Cable Company, represented in New York by Mr. Olyphant, has contracted with the Atlantic and Pacific Telegraph Company for its entire business, the arrangement to begin Nov. 15.

Work will soon commence on the military telegraph that is to connect the forts and camps along the Northern and Northwestern frontier of Texas.

Telegraph lines have been extended from Downieville to Gold Lake, Sierra county, Nevada, via Sierra City.

Parties interested in the extension of telegraphic communication in California are prospecting in Inyo county, with a view to putting its principal towns in telegraphic communication with the other portions of the State by building a line from Bakersfield.

Ohio and Mississippi Railroad.

The earnings of the Ohio and Mississippi Railway Company for three months—

From July 1 to 30th September, 1874,	
were	\$958,156 89
Less transfers formerly included.....	95,512 80
	\$862,644 69

Operating expenses, taxes included, (64 per cent) were	\$651,417 80
Less transfers as above..	95,512 80
	555,905 00

Leaving net earnings	\$306,739 09
Less extraordinary expenses	10,646 56

Available surplus for three months...\$296,092 53

A Wooden Railroad in Michigan.

The tram road of Van Etten, Kaiser & Co., manufacturers of rough and dressed pine, lumber and lath, at Pinconning, Bay county, Michigan, is 11 miles long, and is thus described by the above firm:

There are first logs laid crosswise about five or six feet apart. The logs are from 12 to 16 feet in length. Then gains are cut in the logs and flatted timber laid in these gains; this prevents the road from spreading. Our rails are of hard maple. Before spiking the rails down we put ties across the stringers, notching the stringer enough to let the tie down even with the top of stringer and spike the tie fast before the rail is laid on. The ties are of 2 inch hemlock plank from 6 to 12 inches wide; this prevents the stringer from rolling. We would recommend any one who wishes to build a road on the above system to build it as straight as possible. We have some curves in our road, and we have been obliged to dispense with wooden rails on the curves and lay down iron. We operate our road with locomotive power. Cost of building without rolling stock is about \$2,000 per mile. The stringers are made from elm, oak, pine and ash, and are flatted on two sides to 10 inches in thickness.

The Grand Trunk Railway Company of Canada have commenced doubling their track between Bonaventure depot and Point St. Charles, via Tanneries Junction.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873.....	319,648	354,941	472,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,672
1874.....	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	498,413	539,400			
Central Pacific:													
1867.....	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868.....	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869.....	212,604	218,982	391,308	485,048	568,270	556,080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870.....	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871.....	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872.....	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,628	1,254,689	1,285,567	1,299,900	1,037,992	12,734,729
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,375,470	1,296,812	1,072,750	13,938,969
1874.....	848,558	794,000	867,666	1,132,000	1,360,000	1,380,000	1,258,000	1,301,000	1,406,000	1,507,000			
Chicago and Alton:													
1870.....	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.....	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872.....	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,326
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,858	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1870.....	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871.....	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872.....	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873.....	752,468	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465	
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596								
Chicago, Mil. & St. Paul:													
1869.....	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	496,566	7,250,069
1870.....	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872.....	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702,838	513,787	6,957,771
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	654,400	657,500	576,620	742,050	964,800	886,900	749,200	704,300					
Clev., Col., Cin. & Ind.:													
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.....	203,069	226,897	244,182	246,406	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,819
1871.....	270,204	273,751	315,149	295,460	281,491	298,775	314,950	360,759	374,671	338,723	340,625	317,773	3,765,343
1872.....	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,887,448
1874.....	363,053	276,099	318,976	342,247	306,778	330,754	327,384	403,175	369,331	339,445			
Erie:													
1871.....	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,329,422	1,515,362	1,541,958	1,754,821	1,717,593	1,665,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781	
1874.....	1,462,650	1,273,775	1,413,223	1,465,550	1,687,772	1,577,945	1,443,283						
Illinois Central:													
1869.....	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870.....	623,383	661,789	601,326	555,057	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871.....	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872.....	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873.....	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,455	797,121	636,039	703,692	8,268,325
1874.....	611,491	538,668	567,554	580,921	647,892	678,728	624,191	708,808	763,106	804,097			
Kansas Pacific:													
1871.....	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873.....	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874.....	170,349	178,429	245,774	292,143	316,647	316,379	293,217						
Lake Shore & Mich. South'n:													
1871.....	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872.....	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873.....	1,413,368	1,549,285	1,735,736	1,694,543	1,680,968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874.....	1,519,249	1,305,132	1,371,545	1,593,827									
Marietta & Cincinnati:													
1871.....	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872.....	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	203,977	207,911	204,196	2,029,927
1873.....	169,843	161,132	178,009	187,439	193,148	194,787	176,205	173,498	207,529	184,191	151,793	150,301	2,126,575
1874.....	171,028	144,215	161,031										
Michigan Central:													
1870.....	337,992	329,128	384,431	412,030	406,293	363,187	326,691	378,880	467,990	511,447	453,873	387,827	4,755,958
1871.....	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,082	587,434	507,050	5,940,102
1872.....	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.....	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	552,548	6,089,534
Mo., Kan. & Texas:													
1873.....	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874.....	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999	313,500				
Ohio and Mississippi:													
1872.....	272,472	239,733	290,710	276,290	280,523	263,290	232,286	304,083	356,194	408,254	319,024	283,836	3,526,695
1873.....	233,605	291,630	338,725	338,709	307,520	290,470	271,314	300,895	379,105	322,532	265,242	264,920	3,654,667
1874.....	266,039	243,167	304,842	298,665	268,807	292,546	282,640	323,963	364,374	381,021			
Philadelphia and Reading:													
1871.....	506,367	423,045	644,506	698,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,749
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348		

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq. 100	13,280,000	J. & J.	July '74 34	Long Island. 50	3,000,000	M. & S.	May '73 10	Vermont and Mass. 100	\$2,860,000	A. & O.	Oct. '74 2
Allegheny Valley. 50	2,263,350	"	"	Louisv., Cin. and Lex. 50	1,823,483	J. & J.	July '69 3	Warren (N. J.) 100	1,800,000	J. & D.	Dec. '73 34
Atlanta and West Point. 100	1,232,200	J. & J.	July '74 4	" " pref. 100	848,700	J. & J.	Jan. '74 44	Warwick Valley. 100	225,000	A. & O.	Apr. '72 24
Atlantic and Gulf. 100	3,693,200	"	"	Louisville & Nashville. 100	9,980,600	F. & A.	Feb. '74 4	West Jersey. 100	1,550,750	F. & A.	Feb. '74 3
" " guar. 100	786,476	M. & N.	Nov. '73 34	Louisv., N. Alb. & Chi. 100	3,000,000	J. & D.	Dec. '70 3	Winchester & Potomac. 100	180,000	J. & J.	July '74 3
Atlantic and St. Law. 100	39,944,900	M. & S.	Sept. '73 2	Lowell and Lawrence. 100	200,000	A. & O.	Oct. '74 3	Winchester & Strasburg. 100	600,000	J. & J.	July '74 34
" " new 1870. 100	1,600,000	"	"	Lykens Valley. 20	600,000	F.M.A.N.	Feb. '73 24	Worcester and Nashua. 75	1,400,555	J. & J.	July '74 34
Avon, Genesee & Mt. M. 100	194,250	A. & O.	Oct. '72 14	Macon and Western. 100	2,600,000	J. & J.	July '73 5				
Baltimore and Ohio. 100	13,151,962	M. & N.	Nov. '74 5	Maine Central. 100	3,400,500	"	"				
Washington Br. 100	1,650,000	A. & O.	Oct. '74 5	Manchester and Law. 100	1,000,000	M. & N.	Nov. '74 5				
Baltimore and Annap. 100	5,680,885	"	"	Marletta & Cincinnati. 50	1,372,891	"	"				
Berkshire. 100	600,000	J. & D.	Dec. '72 24	" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 34	Albany City. 100	110,300	"	"
Bosburg & Corning. 50	250,000	J. & D.	Dec. '72 24	" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 34	Baltimore City. 100	80,000	"	"
Boston and Albany. 100	19,084,100	M. & N.	Nov. '74 5	Massachusetts. 25	400,000	F. & A.	Feb. '74 3	Bleeker St. & Fy. (N.Y.) 100	900,000	"	"
Boston, Clin. & Fitchburg. 100	633,200	"	"	Memphis & Charleston. 25	5,812,725	J. & D.	Jan. '69 3	Boston and Chelsea. 100	110,000	A. & O.	Oct. '74 4
Agricultural Br. guar. 100	60,000	J. & D.	June '74 3	Michigan Central. 100	18,735,204	J. & J.	Jan. '73 48	Broadway (Brooklyn). 100	200,000	J. & D.	Apr. '73 3
Boz. Con. & Mont. * pref. 100	800,000	M. & N.	Nov. '74 3	Mill Creek & Mineht. 10	523,500	J. & J.	July '74 5	Broadway & 7th Av. (N.Y.) 100	2,100,000	F.M.A.N.	Aug. '70
Boston and Lowell. 500	2,852,900	J. & J.	July '74 34	Milwaukee and St. Paul. 100	15,599,251	J. & J.	Dec. '70 78	Brooklyn City & Newt. 100	600,000	F.M.A.N.	July '70
Boston and Maine. 500	6,516,507	M. & N.	Nov. '74 5	" " pref. 100	12,274,453	F. & A.	Aug. '74 34	Brooklyn City & Jamaica. 100	488,100	"	"
Boston and Providence. 100	4,000,000	M. & N.	Nov. '74 5	M. Hill & Schuyt. Hav. * 50	3,556,450	J. & J.	July '74 34	Brooklyn City & Newt. 100	488,100	"	"
Buffalo, N. Y. and Erie. 100	600,000	F. & A.	Feb. '74 34	Morris and Essex. 50	1,000,000	J. & J.	July '74 34	Bushwick (Brooklyn). 100	302,000	J. & J.	July '71 34
Burlington and Mo. Riv. 100	5,636,000	M. & S.	Sept. '74 5	Nashua and Lowell. 100	800,000	M. & N.	Nov. '74 4	Cambridge. 100	727,800	A. & O.	Oct. '67 34
" " pref. 100	1,485,500	M. & S.	Sept. '74 5	Naugatuck. 100	1,881,900	F. & A.	Aug. '74 34	Can. Park, N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 34
Camden and Amboy. 100	5,847,500	J. A. J. O.	Oct. '74 24	Newark and Essex. 50	1,000,000	M. & S.	Sep. '74 5	Citizens' (Ph.). 50	600,000	J. & J.	July '74 9
Camden and Atlantic. 100	451,791	"	"	Newark and N. York. 100	977,400	J. & J.	Jan. '74 34	Citizens' (Phg.). 50	200,000	M. & N.	Nov. '71 7
" " pref. 50	763,549	"	"	N. Bedford. 100	1,675,400	M. & N.	Nov. '74 4	Joney Island & Brook. 100	500,000	"	"
Cape Cod. 100	1,020,330	J. & J.	Jan. '72 24	N. Castle & Beaver Val. * 50	1,600,000	J. A. J. O.	Apr. '74 24	J. Dock, E. & B. & Bat. 100	1,200,000	F.M.A.N.	Feb. '74 2
Cape May and Millville. 100	447,000	J. & D.	Dec. '73 3	N. Haven & Northamp. 100	600,000	J. A. J. O.	Sep. '72 3	Elizabeth and Newark. 100	200,000	J. A. J. O.	Oct. '71 3
Catawqua & Fogle. 50	426,000	Novemb.	Nov. '71 6	New Jersey. 100	7,295,200	J. A. J. O.	Oct. '74 2	42nd St. & G. St. Ferry. 100	748,000	J. & J.	July '74 34
Catawissa. 50	1,119,500	"	"	New London Northern. 100	4,118,800	J. A. J. O.	Oct. '74 2	Frankf. & Southw. (Ph.) 10	491,780	J. & J.	July '74 5
Cayuga and Susq. 50	2,200,000	M. & N.	Nov. '74 24	N. Y. Cen. & Hudson R. 100	89,425,330	J. A. J. O.	Jan. '75 24	Germantown (Ph.). 50	1,000,000	J. & J.	July '74 3
Cedar Rapids & Mo. R. 100	6,850,490	J. & J.	Nov. '74 1	New York and Harlem. 100	5,600,000	J. & J.	July '74 4	Girard College (Ph.). 50	500,000	J. & J.	July '71 3
" " pref. 100	769,500	F. & A.	Aug. '74 24	" " pref. 100	1,500,000	J. & J.	July '74 4	Grand St. and Newton. 100	170,000	J. & J.	July '71 2
Central of Georgia. 100	4,666,800	J. & J.	July '73 5	N. Y. N. H. & Hart. 100	15,500,000	J. & J.	July '74 4	Green & Coates St. (Ph.) 50	500,000	J. & J.	July '71 2
Central of New Jersey. 100	20,000,000	J. A. J. O.	Oct. '74 24	N. Y. Prov. & Boston. 100	2,000,000	J. A. J. O.	Oct. '74 24	Heston, Mantau & Fairm. 50	2,050,000	A. & O.	July '74 14
Central Ohio. 50	2,425,000	J. & D.	June '74 3	N. Carolina. 100	1,000,000	J. & J.	July '74 3	Lomb. & South Sts. (Ph.) 25	100,000	A. & O.	Oct. '71 6
" " pref. 50	400,000	J. & D.	June '74 3	N. Eastern N. C. pref. 100	111,000	"	"	Lynn and Boston. 100	200,000	"	"
Central Pacific. 100	54,275,500	Aug. '74 15	Aug. '74 15	N. H. Pennsylvania. 50	3,473,500	M. & N.	May '74 3	Malden and Melrose. 100	200,000	"	"
Chenango. 100	380,000	J. & J.	Oct. '74 15	N. Northern Central. 50	5,842,000	M. & N.	July '74 3	Metropolitan (Boston). 100	1,500,000	M. & N.	Nov. '74 34
Cheshire, preferred. 100	2,100,000	J. & J.	July '74 2	N. Northern N. B. m. 100	3,068,400	M. & N.	July '74 3	Middlesex (Boston). 100	400,000	"	"
Chicago and Alton. 100	9,929,900	M. & S.	Sept. '74 5	N. Northern New Jersey. 100	1,000,000	J. & J.	July '74 4	Ninth Avenue (N. Y.). 100	797,320	"	"
" " pref. 100	2,425,400	M. & S.	Sept. '74 5	Norwich & Worcester. 100	2,823,400	J. & J.	July '74 5	Orange and Newark. 100	282,555	"	"
Chicago, Burl. & Quincy. 100	19,897,000	M. & S.	Sept. '74 5	Ogdensb. & L. Champ. 100	3,077,800	J. & J.	July '74 3	Philadelphia City. 50	750,000	J. & J.	July '74 5
Chicago, Iowa & Nebras. 100	3,916,300	J. & J.	July '74 4	" " pref. 100	2,000,000	A. & O.	Oct. '74 4	Philadelphia and Darby. 20	200,000	J. & J.	July '71 2
Chicago & N. Western. 100	14,983,000	J. A. D.	Dec. '73 3	Ohio and Mississippi. 100	20,000,000	J. A. J. O.	Dec. '72 34	Phila. and Grey's Ferry. 20	284,775	J. & J.	July '74 24
" " pref. 100	21,434,113	J. & J.	July '73 34	" " pref. 100	4,030,600	J. & J.	Dec. '72 34	Phg. Alleg. & Manchester. 50	200,000	M. & N.	Nov. '69 5
Chicago, R. I. & Pacific. 100	19,000,000	A. & O.	Oct. '74 4	Oil Cr. & Allegheny R. 50	4,259,450	J. A. J. O.	Jan. '74 3	Second Avenue (N. Y.). 100	888,100	J. A. J. O.	Oct. '73 2
Cin. Ham. & Dayton. 100	3,600,000	A. & O.	Apr. '73 4	Old Colony & Newort. 100	6,297,900	J. & J.	July '74 3	Seventh & 13th Sts. (Ph.) 50	500,000	J. & J.	July '74 5
Cin. Sand. and Clev. 50	2,980,550	"	"	Oswego and Syracuse. 100	482,400	F. & A.	Feb. '74 4	Sixth Avenue (N. Y.). 100	750,000	M. & N.	May '71 2
" " pref. 50	429,046	F. & A.	Aug. '74 4	Pacific of Missouri. 100	3,635,750	J. A. J. O.	Oct. '74 13	Third Avenue (N. Y.). 100	1,170,000	F.M.A.N.	May '73 3
Clev. Col. Cin. & Ind. 100	14,991,275	F. & A.	Aug. '74 4	Panama. 100	7,000,000	J. & J.	Oct. '74 3	Union (Boston). 100	200,000	J. A. J. O.	Oct. '74 24
Cleveland & Mahoning. 100	2,057,569	M. & N.	May '74 34	Paterson and Hudson. 100	630,000	J. & J.	July '74 4	Union (Phila.). 50	400,000	J. & J.	July '72 74
Cleveland & Pittsburg. 100	11,236,150	F.M.A.N.	Nov. '74 1	Paterson and Newark. 100	600,000	J. & J.	July '74 4	West Philadelphia. 50	400,000	J. & J.	July '74 10
Col. Chic. & Ind. Cen. 100	13,000,000	"	"	Paterson and Ramap. 100	243,000	J. & J.	Jan. '74 4				
Columbus and Xenia. 50	1,786,800	M. J. S. D.	June '74 2	Pembler & Hightstown. 50	342,150	J. & J.	Jan. '74 4				
Colum. & Hocking Val. 100	2,500,000	F. & A.	Feb. '74 5	Pennsylvania. 68,114,475	"	F. & A.	Nov. '74 5				
Concord. 50	1,000,000	M. & N.	Nov. '74 5	Peoria & Bureau Val. 100	1,200,000	F. & A.	Feb. '74 4				
Concord and Ports. 100	350,000	J. & J.	July '74 34	Philadelphia and Erie. 50	6,004,300	J. & J.	"				
Conn. & P. & N. Div. 1. 100	2,100,000	F. & A.	Aug. '74 3	" " pref. 50	2,400,000	J. & J.	"				
Connecticut Ave. 50	1,950,000	J. & J.	July '74 5	Phil. Ger. & Norristown. 50	1,626,250	M. J. S. D.	Sept. '74 3				
Cumberland Valley. 50	1,454,250	A. & O.	Apr. '74 4	Philadelphia & Reading. 100	32,684,375	J. A. J. O.	Oct. '74 24				
Danbury and New. 50	600,000	"	"	" " pref. 50	1,551,500	J. A. J. O.	Oct. '74 24				
Dela. 50	1,230,941	J. & J.	July '74 3	Phila. and Trenton. 100	1,259,100	J. & J.	Oct. '74 24				
Del., Lackaw. & West. 100	23,500,000	J. A. J. O.	Oct. '74 24	Phila., Wil. & Balt. 100	11,485,750	J. & J.	July '74 4				
Delroit & Milwaukee. 50	822,140	"	"	Pittsb. Ft. W. & Chi. 100	9,714,285	J. A. J. O.	Oct. '74 14				
" " pref. 50	2,095,000	J. & J.	Dec. '69 7	" " Special Imp. 100	2,000,000	J. A. J. O.	Oct. '74 14				
Dubuque & Sioux City. 100	5,000,000	A. & O.	Oct. '74 2	Pittsfield & N. Adams. 100	41,000	J. & J.	July '74 3				
East Pennsylvania. 50	1,509,240	J. & J.	July '74 3	Port and Kennebec. 100	616,700	J. & J.	July '74 3				
East Mahanoy. 50	392,950	J. & J.	July '74 3	Yarmouth certificates. 100	202,400	A. & O.	Apr. '72 3				
Eastern (Mass.). 100	4,262,600	J. & J.	July '73 3	Portl. & Saco & Portem. 100	1,500,000	J. & J.	July '74 5				
Eastern (N. H.). 100	492,500	J. & J.	July '73 3	Providence & Worcester. 100	2,000,000	J. & J.	July '74 5				
Elmira, Jct. & Canand. 100	600,000	F. & A.	Feb. '74 24	Raleigh and Gaston. 100	1,600,000	J. & J.	July '71 6				
Elmira & Williamsport. 50	500,000	M. & N.	May '74 24	Rensselaer & Saratoga. 100	6,000,000	J. & J.	July '74 4				
" " pref. 50	500,000	J. & J.	July '74 34	Roch. & Genesee Val. 110	557,500	"	"				
Erie Railway. 100	75,000,000	"	"	Rome, Watert. and Ogd. 100	2,998,900	J. & J.	July '74 34				
" " pref. 100	8,539,910	"	"	Rutland. 100	2,700,000	"	"				
Erie and Pittsburg. 100	1,090,250	M. J. S. D.	Mar. '74 14	" " preferred. 100	4,300,000	F. & A.	Aug. '74 34				
Fitchburg. 100	4,000,000	J. & J.	July '74 4	St. Croix and Penobscot. 100	100,000	J. & J.	July '71 2				
Georgia. 100	4,166,000	J. & J.	Apr. '74 4	St. L., Alt. & T. Haute. 100	2,300,000	"	"				
Grand River Val. * guar. 100	1,000,000	"	"	" " " pref. 100	2,040,000	July '74 3	"				
Grand Trunk, (Ca.). 100	14,367,946	"	"	St. Louis and Iron Mt. 100	10,000,000	F. & A.	Feb. '74 3				
Great Western, (Ca.). 100	19,237,404	A. & O.	Apr. '74 14	St. L., Kan. C. & North. 100	12,000,000	"	"				
Hannibal & St. Joseph. 100	4,151,700	F. & A.	Aug. '70 34	" " pref. 100	12,000,000	"	"				
" " pref. 100	6,078,224	Annual	Aug. '70 7	Saratoga and Schenec. 100	300,000	A. & O.	Apr. '74 34				
Hanover Branch, (Ca.). 50	116,850	M. & N.	May '74 5	Schuykill Valley. 50	378,050	J. & J.	Apr. '74 24				
Harlem Extension. 100	4,000,000	"	"	Seaboard and Roanoke. 100	1,151,400	M. & N.	Nov. '70				
Harrisburg & Lancaster. 100	1,182,500	J. & J.	July '71 34	Shamokin V. & Pottav. 50	869,450	F. & A.	Feb.				

NATIONAL AND STATE SECURITIES.

	Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Market Price.		Amounts outstand- ing.	Rate.	Payable.	PAY- ABLE.	Market Price.
National Securities, Nov. 1, 1874.											
Loan of June 14, 1858.....registered	\$260,000	5	Jan. & July.	1874	....	Maine—(\$7,135,400):					
Loan of February 8, 1861.....registered	13,783,000	6	Jan. & July.	1880	118 1/2	.. Civil Loan Bonds, 1856-'61.....	222,000	6	Various.	'74-'78	....
.. .. coupon	4,632,000	6	" "	1880	119 1/2	.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	Various.	'80-'89	102
Oregon War Bonds of March 2, 1861.....coupon	945,000	6	Jan. & July.	1881	....	.. War (Municipal Equalization).....	3,083,900	6	April & Oct.	1889	....
Loan of July 17, and Aug. 5, 1861.....registered	125,825,200	6	Jan. & July.	1881	118 1/2	Maryland—(\$10,741,215):					
.. .. coupon	63,496,150	6	" "	1881	119 1/2	.. Bonds to R. R. and Canals.....	5,709,639	6	J. A. J. & O.	1890	80
Loan of Feb. 25, 1862 (5-20s).....registered	15,971,400	6	May & Nov.	1882	111 1/2	.. Bonds to R. R. and Canals.....	828,222	6	" "	1890	102
.. .. coupon	125,247,500	6	" "	1882	111 1/2	.. Bonds to Balt. & Susq. R. R.....	269,000	3	" "	1890	....
Loan of March 3, 1863.....registered	53,642,200	6	Jan. & July.	1881	118 1/2	.. Defense and Bounty Bonds.....	3,072,083	6	Jan. & July.	1883	107 1/2
.. .. coupon	21,357,700	6	" "	1881	119 1/2	.. State Loans, 1870 and 1872.....	799,056	6	" "	'85-'87	....
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	110 1/2	Massachusetts—(\$28,477,804):					
Loan of June 30, 1864 (5-20s).....registered	25,632,250	6	" "	1884	110 1/2	.. State (public works) scrip.....	750,000	5	Various.	'74-'80	....
.. .. coupon	33,015,950	6	" "	1884	113 1/2	.. Union Fund Loan, 1861.....	2,758,000	6	Jan. & July.	'74-'76	109 1/2
Loan of March 3, 1865 (5-20s).....registered	33,736,200	6	May & Nov.	1885	113 1/2	.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. .. coupon	118,795,150	6	" "	1885	115	.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	....
.. .. 2d series (5-20s).....registered	27,060,550	6	Jan. & July.	1885	117 1/2	.. Bounty Loan Bonds, 1863 and 1864.....	5,678,244	5	May & Nov.	'83-'94	101 1/2
.. .. 3d series (5-20s).....registered	145,602,250	6	" "	1885	117 1/2	.. War Loan (currency).....	999,944	5	Mar. & Sept.	1888	102 1/2
.. .. 4th series (5-20s).....registered	222,612,600	6	Jan. & July.	1887	118 1/2	.. Railroad and Tunnel Bonds.....	10,305,532	5	April & Oct.	'88-'93	....
.. .. coupon	13,983,500	6	" "	1887	118 1/2	.. Norwich and Worcester R. R. Bonds.....	400,000	6	Jan. & July.	1877	....
.. .. 4th series (5-20s).....registered	23,491,000	6	Jan. & July.	1888	117 1/2	.. B. H. & Erie R. R. Bonds.....	3,599,024	5	" "	1900	....
Loan of March 3, 1864, (10-40s).....registered	141,211,050	6	Mar. & Sept.	1904	112 1/2	Minnesota—(\$260,000):					
.. .. coupon	187,747,500	5	" "	1904	111 1/2	.. State Buildings Loan 1867 and 1869.....	250,000	7	Jan. & July.	'77-'79	....
Consols of July 14, '70 & Jan. 20, '71.....registered	156,950,400	4 1/2	F. M. A. & N.	1881	111 1/2	Missouri—(\$18,747,000):					
.. .. coupon	156,950,400	4 1/2	" "	1881	111 1/2	.. State Bonds, proper, 1865-'68.....	439,000	6	Jan. & July.	'82-'90	....
Consols registered	.....	4 1/2	F. M. A. & N.	1886	....	.. State (funding) Bonds, 1867-'68.....	2,727,000	6	" "	'87-'88	....
Consols registered	.....	4 1/2	F. M. A. & N.	1886	....	.. Railroad Loan Bonds, 1854-'66.....	12,801,000	6	" "	'74-'86	95 1/2
Consols registered	.....	4 1/2	F. M. A. & N.	1901	....	.. Railroad Bonds, guaranteed 1856-'66.....	1,589,000	7	" "	'76-'91	100 1/2
Debt matured and without interest.....(var.)	20,748,936	.....	.....	.....	.....	.. State Institutions Loans.....	1,301,000	6	" "	var.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Due.	.....	New Hampshire—(\$3,914,165):					
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	Irred.	.....	.. War Loan Bonds, of 1861.....	614,000	6	Jan. & July.	'69-'78	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	118 1/2	.. War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	'84-'89	101 1/2
United States Notes.....	382,075,267	.....	.....	.....	.....	.. War Loan Bonds, of 1866.....	494,500	6	April & Oct.	'73-'74	....
Fractional Currency.....	48,161,025	.....	.....	.....	.....	New Jersey—(\$2,696,300):					
State Securities, latest dates.											
Alabama—(\$11,258,834):						.. War Loan Bonds, 1861-'64, tax free.....	2,690,000	6	Jan. & July.	'74-'92	105 1/2
.. Bonds (old and extended), 1866 and '72.....	3,230,500	5	May & Nov.	'84-'92	36	New York—(\$36,530,400):					
.. Bonds (new), 1866, '68 '72 and '73.....	2,477,700	8	Jan. & July.	'86-'93	....	.. State Stock of 1827 and 1832.....	561,500	5	J. A. J. & O.	pleas.	....
.. State Bonds for Railroads.....	2,300,200	8	" "	'90-'91	....	.. State (Deficiency) Stock of 1838.....	900,000	5	" "	'1875	110
.. Railroad endowments.....	16,386,000	8	" "	'90-'91	....	.. State (Deficiency) Stock of 1838.....	800,000	6	" "	'1878	....
Arkansas—(\$ 9,885,000):						.. State (Deficiency) Stock of 1838.....	348,107	5	" "	pleas.	....
.. Funded Bonds, (\$4,400,000) 1869 and '70.....	2,850,000	6	Jan. & July.	'99-'00	....	.. State (Deficiency) Stock of 1838.....	1,189,781	5	" "	pleas.	....
.. Levee Bonds, 1871.....	2,200,000	7	" "	'1891	....	.. Canal Stock.....	1,106,420	5	" "	'1874	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	'1892	....	.. Canal Stock.....	111,200	4	" "	'72-'73	....
.. Railroad Aid Bonds 1869 to '73.....	5,350,000	7	April & Oct.	'99-'00	7	.. Canal Stock.....	10,135,280	6	" "	'74-'77	....
California—(\$3,796,500):						.. Bounty Loan registered.....	19,861,000	7	Jan. & July.	1877	108 1/2
.. Civil Bonds 1857 and '60.....	1,689,000	7	Jan. & July.	'77-'80	111 1/2	.. Bounty Loan coupon.....	1,200,000	7	" "	1877	109
.. Relief Fund Bonds, 1863.....	110,000	7	" "	'83-'85	....	North Carolina—(\$29,547,045):					
.. State Capitol Bonds, 1871 and '7.....	500,000	6	" "	'91-'92	....	.. Old or Ante-War Debt.....	4,738,800	6	Jan. & July.	'72-'92	30 1/2
.. Funded Debt of 1873.....	1,497,500	6	" "	'1893	....	.. Old or Ante-War Debt.....	3,639,400	6	April & Oct.	'72-'92	30
Connecticut—(\$6,095,900):						.. Bonds issued since the war.....	3,009,045	6	Jan. & July.	'92-'98	14 1/2
.. War Loan, (10-30 yrs) of July 1, 1861.....	532,500	6	Jan. & July.	1881	103 1/2	.. Bonds issued since the war.....	1,859,000	6	April & Oct.	'92-'98	....
.. War Loan, (20 yrs) of Jan. 1863 and '64.....	2,232,500	6	" "	'83-'84	....	.. Bonds issued for funding.....	2,417,400	6	Jan. & July.	'78-'90	....
.. War Loan, (10-30 yrs) of Oct. 1, 1864.....	589,500	6	April & Oct.	1894	....	.. Bonds issued for funding.....	1,721,400	6	April & Oct.	'78-'90	....
.. War Loan, (20 yrs) tax free, of Oct. 1, '64.....	1,741,100	6	" "	1885	....	.. Special Tax Bonds.....	11,407,000	6	" "	'93-'99	7 1/2
Delaware—(\$1,231,000):						Ohio—(\$8,211,062):					
.. State War Debt.....	879,000	6	Jan. & July.	1885	....	.. Loan of 1860, sinking fund.....	147,180	6	Jan. & July.	1870	....
.. Railroad Aid (J. and Breakwater R. R.).....	352,000	6	" "	1885	....	.. Loan of 1860, sinking fund.....	1,585,900	6	" "	'1875	....
District of Columbia—(\$4,790,000):						.. Loan of 1860, sinking fund.....	4,074,817	6	" "	'1881	103
.. Improvement (gold) bonds.....	4,000,000	6	Jan. & July.	1902	....	.. Loan of 1860, sinking fund.....	2,400,000	6	" "	'1886	166 1/2
.. Improvement (cur.) bonds.....	790,000	7	" "	1902	....	Oregon—(\$290,477):					
Florida—(\$6,645,763):						.. Bounty and Relief Bonds.....	90,477	7	Jan. & July.	'74-'84	....
.. Bonds of 1871, and 1873.....	957,000	7	Jan. & July.	var.	....	.. Willamette Canal Bonds.....	200,000	7	" "	1890	....
.. Railroad Loan (gold) of 1870.....	4,000,000	8	" "	1890	....	Pennsylvania—(\$24,999,785):					
.. Consolidated (gold) Bonds of 1873.....	1,000,000	6	" "	1903	....	.. Inclined Plane Loan, of 1849.....	400,000	6	April & Oct.	1879	....
Georgia—(\$14,871,084):						.. Loan of April 1852, reg. and coup.....	483,000	5	Jan. & July.	1882	102
.. Bonds for Western & Atlantic R. R.....	784,700	7	May & Nov.	1874	78 1/2	.. Loan of May 1852, reg. and coup.....	2,637,500	5	Feb. & Aug.	1877	....
.. Bonds for Western & Atlantic R. R.....	172,500	7	" "	1874	....	.. Loan of April 1853, coupon.....	238,000	5	" "	1878	....
.. Bonds for Atlantic and Gulf R. R.....	800,000	6	Feb. & Aug.	'78-'86	....	.. Loan of April 1861, registered.....	35,000	6	" "	'1878	....
.. Bonds of March 12, 1866.....	3,900,00	7	Jan. & July.	1886	90	.. Loan of Feb. 1867, reg. and coup.....	907,200	6	" "	'74-'82	....
.. Bonds (gold) of Sept. 1870.....	2,098,000	7	April & Oct.	1890	72	.. Loan of Feb. 1867, reg. and coup.....	18,788,950	6	" "	'74-'82	....
.. Bonds of Feb. 19, 1873.....	1,200,000	8	" "	'75-'86	....	.. Chambersburg certificates, registered.....	83,032	6	June & Dec.	1876	....
.. Railroad endowments.....	7,923,000	var	Various.	var.	83	.. Loans of April 1872.....	500,000	6	April & Oct.	1876	....
Illinois—(\$2,060,150):						Rhode Island—(\$2,638,500):					
.. New Internal Improvement Bonds, 1847.....	992,445	6	Jan. & July.	1878	....	.. War Bonds of 1862.....	1,019,000	6	Mar. & Sept.	1882	....
.. Refunded Stock Bonds, 1859.....	320,000	6	" "	'77-'78	....	.. .. of 1863.....	205,000	6	April & Oct.	1883	....
.. War Loan Bonds, 1861.....	367,000	6	" "	1880	....	.. .. of 1863.....	698,000	6	Jan. & July.	1893	....
.. Chicago Relief Bonds 1871.....	250,000	6	" "	1881	....	.. .. of 1864.....	746,000	6	Feb. & Aug.	1894	....
Indiana—(\$1,868,815):						South Carolina—(\$20,650,235):					
.. War Loan Bonds, of 1863.....	139,000	6	May & Nov.	1866	....	.. State House, Stock and Bonds '66-'68.....	953,488	6	Jan. & July.	pleas.	25
.. Temporary Loan Bonds, 1873.....	710,000	7	Jan. & July.	'75-'76	....	.. Fire Loan Stock of 1838.....	305,344	6	J. A. J. & O.	1870	....
Iowa—(\$543,050):						.. Funding Stock 1866 and 1869.....	143,114	6	Jan. & July.	'77-'90	....
.. War and Defense Fund Bonds, 1861.....	300,000	7	Jan. & July.	.....	....	.. Fire Loan Bonds of 1838.....	481,944	5	" "	1868	....
Kansas—(\$1,336,075):						.. New State House Bonds 1853-'66.....	298,000	6	" "	'71-'86	....
.. State Bonds (various) 1863 to 1864.....	101,175	6	Jan. & July.	'83-'84	....	.. Blue Ridge R. R. Bonds 1854.....	966,000	6	" "	'87-'97	....
.. State Bonds (various) 1861 to 1869.....	1,335,500	7	" "	'76-'89	....	.. Funding Bonds, 1868.....	930,000	6	" "	1888	17
Louisiana—(\$22,308,800):						.. .. 1869.....	1,681,000	6	April & Oct.	1888	16
.. State Bonds, to R. R. Companies.....	2,436,000	6	Various.	'70-'06	....	.. .. 1869.....	1,189,400	7	Jan. & July.	1888	17
.. Relief (Treasury) Bonds 1863.....	5,750,000	6	May & Nov.	'86-'07	....	.. Conversion Bonds 1869.....	7,066,500	6	" "	1888	....
.. Levee Bonds 1865.....	1,000,000	8	Various.	1886	....	.. .. 1870.....	843,000	6	April & Oct.	1889	....
.. Levee Bonds, 1867.....	4,000,000	6	May & Nov.	1907	....	.. Railroad Aid Bonds.....	4,797,908	6	Various.	'69-'89	....
.. Past due coupons 1865.....	978,800	6	Jan. & July.	'86-'97	....	Tennessee—(\$20,966,822):					
.. Levee Bonds, 1870.....	2,960,000	8	Mar. & Sept.	1875 Railroad, &c., Bonds.....	15,767,922	6	Jan. & July.	'92-'00	76

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	\$ 940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold)...	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Albany loans (Aib. & W. Stkbg.)...	106,000	6	Jan. & July.	Boston.	1876	....
2d Mortgage.....	2,673,000	8	"	"	1889	....	Dollar Bonds (Western R. R.)...	666,000	6	April & Oct.	"	1875	99
Receiver's Bonds for \$1,200,000.	450,000	7	"	"	....	....	Currency bonds of Feb. 1, 1872.	3,754,000	7	Feb. and Aug.	"	1892	105
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.)...	400,000	6	Jan. & July.	Boston.	1884	....
Alabama Central:							1st Mortgage (Equalization)...	248,000	7	"	"	1889	....
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation)...	168,000	7	"	"	1890	....
Albany and Susquehanna:							Equipment Mortgage.....	350,000	8	Apr. and Oct.	"	1881	89
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1888	....	Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	April & Oct.	"	1885	101	Sinking Fund Mortgage.....	624,000	6at	Jan. and July.	Boston.	1889	....
3d Mortgage.....	434,000	7	May & Nov.	"	1881	98	1st Mortgage (224 m.) convertible	150,000	6	"	"	1875	....
Albany Loan.....	833,000	6	"	"	1895	....	1st Mortgage (224 m.)	200,000	6	"	New York.	1875	....
Alexandria and Fredericksburg:							Consol. Mortgage for \$2,000,000.	936,400	7	Apr. and Oct.	Boston.	1893	....
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	Boston, Hartford and Erie:						
Allegheny Valley:							1st Mortgage (old).....	600,000	7	Mar. and Sept.	Boston.	1884	....
General Mortgage.....	3,889,000	7.3	Jan. & July.	New York.	1896	90	1st Mortgage (Berdell).....	15,000,000	7	Jan. and July.	New York.	1900	22
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	1900	82	1st Mortgage, guar. by Erie.....	5,300,000	7	"	"	1900	40
1st M., E. R. E., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	82	Mass. L. (secd'd by \$1,000,000 Ber.)	3,600,000	7*	"	Boston.	1899	....
American Central:							Boston and Lowell:						
1st Mort., guar. by C. B. & Q.	736,006	8	Jan. & July.	New York.	1878	....	1st Mortgage.....	200,000	6	Apr. and Oct.	Boston.	1879	....
Androscoggin:							Bonds of 1872 for \$1,900,000....	999,500	7	"	"	1892	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Boston and Maine:						
Arkansas Central (narrow gauge):							Bonds of 1893 (coup. and reg.)...	2,600,000	7	May and Nov.	Boston.	1893	105
1st Mortgage (\$12,000 p. m.).....	620,000	8*	Jan. & July.	Lond. or Am.	1891	..	Boston and Providence:						
2d Mortgage for \$1,200,000.....	700,000	7*	April & Oct.	New York.	1893	....	Bonds to purchase P. W. & B. R. D.	500,000	7	May and Nov.	Boston.	1891	....
Ashtabula, Youngstown & Pitts.:							Bruswick and Albany:						
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	1st Mort. (gold) end. by Ga. tax fr.	3,320,000	6*	Apr. and Oct.	New York.	1905	....
Atchison and Nebraska:							2d Mort. sinking fund gold.....	2,350,000	7*	"	"	1893	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	Buffalo, Bradford and Pittsburg:						
Atchison, Topeka and Santa Fe:							General Mortgage.....	880,000	7	Jan. & July.	New York.	1896	....
1st Mortgage (gold).....	7,042,500	7*	Jan. & July.	New York.	1899	561	Buffalo, Corry and Pittsburg:						
Land Grant Mortgage (gold)....	3,521,000	7*	April & Oct.	Boston.	1900	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.)	\$ 700,000	7	Feb. & Aug.	New York.	1891	....	Chicago and Milwaukee Railway:	\$ 1,642,000	7	Jan. & July.	New York.	1898	94
1st Mortgage, 1st Div. \$10,000 p.m.	582,000	7	"	"	1894	....	1st Mort., guar. by C. and N.W.						
1st Mortgage 2d Div. \$10,000 p.m.	2,400,000	7	May & Nov.	"	1913	....	Chicago and Mich. Lake Shore:						
Central Branch Union Pacific:							1st Mortgage	500,000	8	March & Sept.	New York.	1889	....
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....	1st Mortgage	5,500,000	8	Jan. & July.	Boston.	1890	....
2d Mortgage Govern'm't subsidy.	1,600,000	6	Jan. & July.	"	1895	....	1st Mortgage	1,350,000	8	May & Nov.	"	1891	....
Central of Georgia:							1st Mortgage (on Branch)	1,325,000	8	March & Sept.	"	1892	....
1st Mortgage	993,000	7	March & Sept.	New York.	1875	....	Chicago, Milwaukee and St. Paul:						
General Mort. for \$5,000,000	1,972,000	7	Jan. & July.	N.Y. & Savan.	1893	....	1st Mort. (Mil. and St. Paul R'y)	5,527,000	7	Jan. & July.	New York.	1893	....
Macon & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah.	1880	....	2d Mort. (")	1,191,000	7	April & Oct.	"	1884	....
Central of Iowa:							1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1874	....
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....	1st Mort. (East. Div. Palmer.)	781,500	8	May & Nov.	"	1874	....
2d Mortgage, gold, \$4,000 p. m.	925,000	7*	April & Oct.	"	1901	....	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	74
Central of New Jersey:							1st Mo't. (Minnesota Central.)	190,000	7	"	"	1870	....
Convertible bonds of 1872	3,612,700	7	May & Nov.	New York.	1902	102	1st Mort. (St. Paul Division.)	4,000,000	7	"	"	1870	....
1st Mort. (New) for \$5,000,000	5,000,000	7	Feb. & Aug.	"	1890	107	1st Mort. (Iowa and Dak. Div.)	1,005,000	7	"	"	1870	....
Newark Branch Bonds	600,000	7	Jan. & July.	"	1887	....	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"	1898	10
Loan of Loh. C. & Nav. Co. (ass'd)	2,300,000	6	J. A. J. & O	Philadelphia.	1897	....	2d Mort. (")	1,315,000	7	"	"	1898	91
Consol. Mort. for \$25,000,000	5,000,000	7	"	New York.	1899	....	1st Mort. (Ills. and Iowa Div.)	37,000	7	Jan. & July.	"	....	72
Central Ohio (B. and O.)	2,500,000	6	March & Sept.	Baltimore.	1890	92	1st Mort. (Hast. and Dak. Div.)	1,550,000	7	"	"	....	....
Central Pacific of California:							Income Bonds (Mil. and St. Paul)	20,000	7	April & Oct.	"	....	....
1st Mort., 30 years bonds, (gold)	25,883,000	6*	Jan. & July.	New York.	'95-'99	95	Milwaukee City Loan	230,500	7	March & Sept.	"	1873	....
Convertible 20 years bonds, gold	1,453,000	7*	"	"	1883	....	1st Mort. (Mil. and Western)	234,000	7	Jan. & July.	"	1891	....
State Aid B'ds (Int. by State) gold	1,500,000	7*	"	Sacramento.	1884	101	Real Estate Purchase	145,500	7	"	"	....	....
2d Mort. (Government Subsidy)	27,355,650	6	"	U.S. Treasury.	'95-'99	86	Equipment and Bridge Bonds	248,000	10	June & Dec.	"	1883	....
1st Mort. (Western Pacific) gold	2,735,000	6*	"	New York.	899	86	Consol. Mort. for \$35,000,000	....	7	Jan. & July.	"	1904	....
1st Mort. (Calif. & Oregon) gold	7,006,000	6*	"	"	82	....	Chicago and Northwestern:						
1st Mort. (S. Fr. Okld & Ala.)	500,000	8*	"	San Francisco	890	....	Preferred sinking fund (193 m.)	1,242,700	7	Feb. & Aug.	New York.	1885	102
1st Mort. (San Joaquin V.D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....	General 1st Mortgage (193 m.)	3,688,000	7	"	"	1885	95
Land bonds (Cen. Pac. Co.) gold	9,183,000	6*	"	"	1890	....	Funded coupons (193 m.)	743,300	7	May & Nov.	"	1885	97
Central Vermont:							Appleton Ext. (23 m. & 75,000 ac.)	147,000	7	Feb. & Aug.	"	1885	....
1st Mort., Consol. (Vt. Central)	3,000,000	7	May & Nov.	Boston.	1886	20	Green Bay Ext. (26m & 75,000 a.)	282,000	7	"	"	1885	....
2d Mort., Consol. (")	1,500,000	7	June & Dec.	"	1891	....	1st Mort. (Gal. & Chi. U.) 248 m.	1,693,000	7	"	"	1882	103
1st Mort. (Stan., Sheff. and Ch.)	444,107	7	Jan. & July.	"	1887	62	2d Mort. (Gal. & Chi. U.) 248 m.	854,000	7	May & Nov.	"	1875	....
Income and Extension Bonds	1,008,000	8	May & Nov.	"	1902	....	Elgin and State Line	128,000	6	Jan. & July.	"	1878	....
Equipment Mort. (Vt. Central)	1,000,000	8	"	"	'76-'77	58	Mississippi River Bridge	190,000	7	"	"	1884	....
Equipment Mort. (")	1,000,000	8	"	"	1889	....	1st Mortgage (Peninsula)	33,000	7	March & Sept.	"	1898	....
Bonds, guar. (Vt. and Canada)	1,000,000	8	"	"	1891	60	Consol. ssk fund (C. & N.W. R'y)	3,280,000	7	F. M. A. & N.	"	1915	85
Missisquoi R.R. (")	500,000	7	Jan. & July.	"	1891	39	General Consol. Gold Bonds	5,995,000	7*	June & Dec.	"	1902	83
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....	1st Mort. S. F. (Madison Exten.)	3,150,000	7*	April & Oct.	"	1911	....
Christie and Savannah:							1st Mort. S. F. (Menominee Ext.)	2,700,000	7*	June & Dec.	"	1911	....
1st Mortgage guar. by State	505,000	6	March & Sept.	Charleston.	1877	....	2d Mort. (Mil. & Chi. R.R.) guar.	97,500	7	"	"	1898	....
Funded Interest on 1st Mort.	157,400	7	"	"	1883	....	1st Mort. (Chic. & Mil. R.R.) guar.	1,642,000	7	Jan. & July.	"	1898	94
Charlotte, Columbia & Augusta:							1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	"	"	1888	....
1st Mortgage	2,000,000	7	Jan. & July.	New York.	1896	....	Chicago, Portage and Superior:						
Charters:							1st M. s.f. (Chi. & N. Pac. Air-L.)	25,000pm	7*	June & Dec.	New York.	1902	....
1st Mort., guar. by Penna.	500,000	7	April & Oct.	Philadelphia.	1901	....	Chicago, Omaha and St. Joseph:						
Cheraw and Burlington:							1st Mortgage for \$5,000,000	....	8	April & Oct.	New York.	1901	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Chicago and Paducah (C. B. & Q.)	2,304,000	7*	Jan. & July.	Boston.	1903	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....	1st Mortgage \$26,000 p. m. gold.						
Cherry Valley, Sharon & Alb.	300,000	7	June & Dec.	New York.	1899	....	Chi., Pekin & Southern (C.B. & Q.)	700,000	8	Feb. & Aug.	New York.	1901	....
1st Mort. con. guar. by A. & S. Co.							1st Mortgage for \$10,000 per mile						
Chesapeake and Ohio:							Chicago, Rock Island and Pacific:	9,000,000	7	Jan. & July.	New York.	1896	107
1st M. (gold) ssk fd for \$15,000,000	15,000,000	6*	May & Nov.	New York.	1899	50	1st Mortgage ssk fund						
1st Mort. Extension (con. or res)	2,124,000	7*	Jan. & July.	"	1902	....	Chi. & Southwestern (C. R. L. & Pac.)	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mort. (Va. Con.) guar. by Va.	100,000	6	"	"	1880	....	1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	"	1901	....
2d Mort. (") coupon	918,000	6	"	"	1884	....	Chicago, Wisconsin & Canada:						
Income (") coupon	300,000	8	"	"	1876	....	1st Mort. gold ssk fd for \$410,000	....	7*	Jan. & July.	New York.	1902	....
Funded Interest, coupon	160,557	8	"	"	1877	....	Chicago and Superior:						
Cheshire:							1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
Coupon bonds (no Mort.)	807,000	6	Jan. & July.	Boston.	'75-'80	93	1st Mortgage (gold) for \$5,000,000	....	7*	Jan. & July.	"	1902	....
Chester Creek (Phil. & B. Mt. Cent.)							Chillicothe and Brunswick:						
1st Mort., guar. by P., W. & B.	185,000	6	Jan. & July.	Philadelphia.	1903	....	1st Mort., guar. by St. L., K.C. & N.	500,000	8	Jan. & July.	New York.	1894	....
Chester and Tamaroa:							Cincinnati, and Baltimore:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....	1st Mort., guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Chicago and Alton:							Cincinnati, Hamilton and Dayton:						
1st Mortgage, pref. sinking fund.	1,000,000	7	May & Nov.	New York.	1877	....	1st Mortgage of 1863	1,250,000	7	May & Nov.	New York.	1880	....
1st Mortgage	2,408,000	7	Jan. & July.	"	1893	111	2d Mortgage of 1865	500,000	7	Jan. & July.	"	1885	....
2d Mortgage Income	1,100,000	7	April & Oct.	"	1883	100	3d Mortgage of 1867	400,000	8	June & Dec.	"	1877	....
Consol. Bonds (\$2000 stg. each)	1,149,970	6*	Jan. & July.	London.	1903	....	Cincinnati, Ham. & Ind. (C. H. & D.)						
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1904	97	1st Mort., guar. for \$2,500,000	1,846,000	7	Jan. and July.	New York.	1903	....
2d Mort. (")	188,600	7	Jan. & July.	"	1898	....	Cincinnati, Lafayette and Chi.						
1st Mort. (Louisiana and Mo.)	4,300,000	7	Feb. & Aug.	"	1900	83	1st Mortgage	1,120,000	7*	March & Sept.	New York.	1901	....
Chicago, Burlington and Quincy:							Cincinnati and Martinsville:						
Trust Mortgage ssk fund	2,592,000	8	Jan. & July.	New York.	1883	112	1st Mort., guar. by I. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
Trust Mortgage ssk fund conv.	150,000	8	"	"	1883	....	Cincinnati & Muskingum Valley:						
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	"	1890	....	1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Loan of 1872	7,029,875	7	Jan. & July.	Boston.	1896	97	Cincinnati, Richmond & Chicago:						
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	"	New York.	1878	....	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
1st Mort. (Car. and Burl.) guar.	600,000	8	May & Nov.	"	1879	....	2d Mortgage	65,000	7	"	"	1889	....
1st Mort. (Dix. Peo. & Han.) guar.	800,000	8	Jan. & July.	"	1889	....	Cinc. Rich. & Ft. Wayne (G.R. & I.)						
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	Boston.	1890	99	1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	"	"	18799								

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Mt. Vernon and Delaware:	\$						Des Moines and Ft Dodge:	\$					
1st Mortgage gold.....	1,300,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage (coupon).....	2,400,000	6	Jan. & July.	New York.	1904	....
2d Mortgage.....	1,000,000	7	" " "	" " "	1902	....	Detroit & Bay City (Mich. Cent.):						
Clev., Painesville & Ashtabula:							1st Mort. (\$424,000 guar.).....	2,330,000	8	May and Nov.	New York.	1902	....
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	101	Detroit, Eel River and Illinois:						
3d Mortgage (" ")	1,000,006	7	April & Oct.	" " "	1892	....	1st Mortgage for \$22,000 p.m.....	1,826,000	8	Jan. & July.	New York.	1901	....
Cleveland and Toledo:							Detroit, Hillsdale and Indiana:						
1st Mort., s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York.	1885	103	1st Mortgage.....	3,219,000	8	April & Oct.	Boston.	1896	....
2d Mortgage (" ")	860,000	7	April & Oct.	" " "	1886	98	2d Mortgage (on Branches).....	675,000	8	June & Dec.	" " "	1897	....
Cobourg, Peterboro' & Marmora:							1,359,000	8	Feb. & Aug.	" " "	1893	....
Mortgage Bonds.....	500,000	8	Jan. & July.	" " "	75-'82	....	1st Mort. (Ionia and Lansing)...	770,000	8	Jan. & July.	New York.	1889	....
Colebrookdale:							2d Mort. (" ")	81,000	8	May & Nov.	" " "	1880	....
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1898	....	Detroit & Milwaukee (Gt. W. of Cal.):						
Colorado Central (3 ft. gauge):							1st Mortgage (D. & M.R.'y).....	2,500,000	7	May & Nov.	New York	1875	....
1st Mortgage.....	225,000	8*	June & Dec.	Boston.	1890	....	2d Mortgage (" ")	1,000,000	8	" " "	" " "	1875	....
Columbus, Chicago & Ind. Cent.:							1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	" " "	1875	....
1st Mortgage Consol. skg fund.....	10,333,000	7	April & Oct.	New York.	1908	68	2d Funded Coup. (" ")	375,734	7	May & Nov.	" " "	1875	....
2d Mortgage skg fund.....	3,747,000	7	Feb. & Aug.	" " "	1909	25	1st Mort. (Detr. & Pontiac R.R.)	150,000	7	April & Oct.	" " "	1878	....
1st Mort. (Chic. and Gt. Eastern).....	461,000	7	April & Oct.	" " "	'93-'95	....	2d Mort. (" ")	100,000	7	Jan. & July.	" " "	1878	....
2d Mort. (" ")	244,400	7	Jan. & July.	" " "	1850	....	3d Mort. (" ")	250,000	8	Feb. & Aug.	" " "	1886	....
Income conv. (" ")	2,554,000	7	Feb. & Aug.	" " "	1850	....	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	" " "	1886	....
1st Mort. (Cin. and Chi. Air-L.)	194,100	7	" " "	" " "	1890	....	Bonds of June 30, 1866.....	1,702,317	6-7	Jan. & July.	" " "	1886	....
1st M. s.f. (" ")	39,650	7	May & Nov.	" " "	1886	....	Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mort. (Col. and Ind. Cent.)	2,432,000	7	Jan. & July.	" " "	1904	....	1st Mortgage Aug. 1, 1866.....	924,000	7	Feb. & Aug.	New York.	1876	99
2d Mort. (" ")	821,000	10	May & Nov.	" " "	1904	....	Dixon, Peoria and Hannibal:						
1st M. (Col. & Ind.) 1st&2d pref.	19,500	7	" " "	" " "	1883	....	1st Mort. guar. by C. B. and Q.	800,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Ind. Central).....	660,500	7	" " "	" " "	1882	....	Dubuque and Sioux City:						
1st Mort. (Tol. Logansport & Bur.)	554,500	7	Feb. & Aug.	" " "	1884	....	1st Mortgage tax free.....	882,000	7	Jan. & July.	New York.	1883	....
Income (" ")	74,024	7	" " "	" " "	1905	....	Dubuque Southwestern:						
1st Mort. (Union & Logansport)	815,000	7	April & Oct.	" " "	1905	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Columbus, Springfield and Cin.:							75,580	7	Jan. & July.	" " "	1883	....
1st M.(assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	Dunkirk, Allegheny Val. & Pittsb.:						
Columbus and Hocking Valley:							1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Dutchess and Columbia:						
1st M. on Branch (& 2d on main)	200,000	7	Jan. & July.	" " "	1880	....	1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
General Mortgage.....	469,100	7	" " "	" " "	1892	....	East Alabama and Cincinnati:						
Columbus and Xenia:							1st Mort. endorsed by Alabama.	403,000	8	Jan. & July.	" " "	1890	....
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	East Broadway & Wayne ave:						
Connecticut and Passumpsic Riv.:							1st Mortgage guar. by Pa. R.R.:	140,000	7	Jan. & July.	Philadelphia.	1885	....
New Mortgage for \$1,500,000.....	67,506	7	April & Oct.	Boston.	1893	95	East Pennsylvania (Ph. & Rdg.):						
1st Mortgage sinking fund.....	296,500	6	June & Dec.	" " "	1876	....	1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	102
Coupon Notes.....	634,000	7	" " "	" " "	'76-'81	89	East Tennessee, Virginia & Ga.:						
1st Mort. (Massachusetts) guar. gold	400,000	6*	Jan. & July.	" " "	1889	....	1st Mort. skg fund for \$3,500,000	2,976,000	7	Jan. & July.	New York.	1900	....
Connecticut River:							1st Mort. (East Tenn. & Ga.).....	635,000	6	" " "	" " "	'80-'86	....
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....	1st Mort. (East Tenn. & Va.) end.	161,000	6	May & Nov.	" " "	1880	....
Connecticut Valley:							Eastern (Mass.):						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	....
Connecticut Western:							Loan of 1865-'85.....	160,000	6	April & Oct.	" " "	1885	....
1st Mortgage tax free.....	2,674,000	7	Jan. & July.	N. Y. & Bos.	1900	....	Loan of 1867-'87.....	890,000	7	March & Sept.	" " "	1887	94
Connecting (Philadelphia):							Loan of 1868-'88.....	1,000,000	6	March & Sept.	" " "	1888	....
1st Mort. ABCD & E \$200,000 each	931,000	6	March & Sept.	Philadelphia.	123.4	89	Loan of 1869-'89.....	500,000	6	May & Nov.	" " "	1889	....
Cooperstown and Susq. Valley:							Loan of 1872-'82.....	1,653,000	7	various.	" " "	1882	92
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	Loan of 1873-'83.....	878,900	7	" " "	" " "	1893	....
Cowanesque Valley:							New Bonds.....	1,000,000	7	" " "	" " "	1892	....
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....	Seeling Sink, r'd Bonds.....	3,000,000	6*	March & Sept.	London.	1893	....
2d Mortgage.....	100,000	7	May & Nov.	" " "	1882	....	Eastern Shore (Md.):						
Cumberland & Penn. (Consol. Coal):							1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	2d Mortgage.....	200,000	6	April & Oct.	" " "	1886	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	" " "	1888	....	Elizabethtown and Paducah:						
Cumberland Valley:							1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	Elmira and Williamsport (N. Cen.):						
2d Mortgage.....	109,500	8	" " "	" " "	1908	....	1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Plain bonds.....	81,500	6	" " "	" " "	1884	....	Income Mortgage guaranteed ..	570,000	5	April & Oct.	" " "	1892	....
Danbury and Norwalk:							Erie Railway:						
Mortgage Bonds of 1870.....	100,000	7	Jan. & July.	New York.	1880	....	1st Mortgage.....	2,485,000	7	May & Nov.	New York	1897	102
Mortgage Bonds of 170-'72.....	400,000	7	" " "	" " "	'90-'92	....	2d Mortgage convertible.....	2,174,000	7	March & Sept.	" " "	1879	....
Danv. Hazleton & Wilkesbarre:							3d Mortgage.....	4,582,000	7	" " "	" " "	1883	100
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....	4th Mortgage convertible.....	2,937,000	7	April & Oct.	" " "	1880	97
2d Mortgage.....	300,000	7	" " "	" " "	1885	....	5th Mortgage convertible.....	709,500	7	June and Dec.	" " "	1883	98
Danv. Urb. Bloomington & Pekin:							Buffalo Branch, 1st mortgage.....	182,500	7	Jan. & July.	" " "	1891	....
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....	Sterling loan (\$1,000,000) conv.	4,580,000	6*	March & Sept.	London.	1875	....
Davenport and St. Paul:							1st Consol. Mort. for \$30,000,000.	12,076,000	7*	" " "	N.Y. & London.	1920	....
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....	2d Consol. Mort. for \$40,000,000.	15,000,000	7*	June and Dec.	London.	1894	....
Dayton and Michigan (C.H. & D.):							Long Dock Co. Mortgage.....	3,000,000	7	" " "	New York	1893	101
1st Mortgage sinking fund guar.	1,885,000	7	Jan. & July.	New York.	1884	....	Convertible bonds.....	10,000,000	7*	April & Oct.	London.	1903	....
2d Mortgage, guar.....	441,000	7	March & Sept.	" " "	1887	....	Erie and Pittsburgh (Penn.):						
3d Mortgage, guar.....	356,000	7	April & Oct.	" " "	1888	....	1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	" " "	'81-'94	....	2d Mortgage.....	92,800	7	April & Oct.	" " "	1890	....
Dayton and Union:							Consolidated Mortgage.....	2,192,000	7	Jan. & July.	" " "	1898	....
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	Equipment Mortgage.....	750,000	7	April & Oct.	" " "	1890	....
2d Mortgage.....	135,000	7	June & Dec.	" " "	1879	....	European & N. American (Me.):						
Income Bonds.....	252,445	6	" " "	" " "	1879	....	Bangor City Bonds (1st m. 55 m.)	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894	....
Dayton and Western (L. M. R.R.):							1st L.M. & 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" " "	1899	....
1st Mortgage (assumed).....	189,000	7	Jan. & July.	New York.	1895	....	New Mortgage for \$6,000,000.....						
1st Mortgage (" ")	463,000	6	" " "	" " "	1885	....	Evansville and Crawfordville:						
Decatur, Sullivan and Mattoon:							1st Mortgage (51 miles) skg. fund	302,000	7	Jan. & July.	New York	1887	....
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....	1st Mortgage (109 m.)	636,000	7	May & Nov.	" " "	1887	....
Delaware (P. W. and Balt.):													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Florida:							Huntingdon and Broad Top Mt.:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July.	N. Y. & Lond.	1889	....	1st Mortgage gold.....	410,000	7*	April & Oct.	Philadelphia	1890	102
Flushing, North Side and Central:							2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	97 1/2
1st Mort. (Flushing and N. Side).....	1,825,000	7	May & Nov.	New York.	1901	....	Consolidated Mortgage.....	1,378,000	7	April & Oct.	"	1895	....
1st Mort. (Central of L. I.).....	1,000,000	7	.....	"	.....	....	Illinois Central:						
1st Mort. (Cent. R. R. Extens.).....	200,000	7	May and Nov.	"	1903	....	Construction bonds, cur. skg f.d.	2,742,000	7	April & Oct.	New York.	1875	100
1st Mort. (North Shore).....	135,000	7	Feb. & Aug.	"	1887	....	Construction bonds, coin.....	332,000	6*	"	N. Y. & Lond.	1875	....
Sterling Loan.....	1,500,000	6*	.....	London.	.....	....	Redemption bonds, currency.....	2,500,000	6	"	New York.	1890	....
Fonda, Johnstown & Gloversville:							Redemption bonds, sterling.....	2,500,000	6*	"	London.	1875	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....	Sterling Bonds, Sinking Fund.....	6,000,000	5*	"	"	1903	....
Fort Wayne, Jackson & Saginaw:							Illinois Grand Trunk (C. B. & Q.):						
1st Mortgage, traffic guarantee.....	1,500,000	8	Jan. & July.	New York.	1889	....	1st Mortgage guaranteed.....	960,000	8	April & Oct.	Boston.	1890	99
2d Mortgage (Equipment).....	500,000	8	April & Oct.	"	1881	....	Indiana and Illinois Central:						
Fort Wayne, Muncie & Cin.:							1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
1st Mortgage.....	1,800,000	7*	April & Oct.	Boston.	1899	....	Indiana North and South:						
2d Mortgage.....	500,000	8	"	"	1898	....	1st Mort. (Nor. Div.) \$22,000 p.m.	1,700,000	7*	March & Sept.	New York.	1903	....
Framingham and Lowell:							Indianapolis, Blooming. & West:						
1st Mortgage.....	500,000	7	May & Nov.	Boston.	1891	....	1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	50
Frederick and Pennsylvania Line:							2d Mortgage Extension gold.....	2,000,000	7*	Jan. & July.	"	1912	....
1st Mortgage gold.....	150,000	6*	April & Oct.	Baltimore.	1901	....	2d Mortgage.....	1,500,000	8	"	"	1890	....
Fremont, Elkhorn & Mo. (S.C. & P.):							Indianapolis and Madison:						
1st Mortgage.....	690,000	7	April & Oct.	.....	1901	....	1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881	....
Galena & Chic. Union (C. & N. W.):							Indianapolis & Vincennes:						
1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	103 1/2	1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage.....	945,000	7	May & Nov.	"	1875	....	2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	"	1900	....
Galv., Harrisburg & San Antonio:							International and Gt. Northern:						
1st Mortgage.....	1,700,000	6*	Feb. & Aug.	Lond. or Bost.	1910	....	1st Mortgage s.f. (Intern. R. R.)	3,040,000	7*	April & Oct.	New York.	1911	....
Galveston, Houston & Henderson:							Convertible B'ds ("")	1,473,000	8	Feb. & Aug.	"	1892	....
1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1890	....	1st Mortgage (Hous. & Gt. N. R. R.)	4,211,000	7	Jan. & July.	"	1900	....
Geneva, Ithaca and Athens:							Convert. B'ds ("")	1,677,000	8	Feb. & Aug.	"	1892	....
1st Mortgage, skg. f.d., guar.	600,000	7*	Jan. & July.	New York.	1890	....	Indianapolis, Cin. and Lafayette:						
Georgia (and Banking):							1st Mortgage Ind. & Cin. of 1858	1,600,000	7	April & Oct.	New York.	1888	35
Company bonds (debentures).....	608,000	7	Jan. & July.	Augusta	74-90	....	1st Mortgage (I. C. & L. F. of 1867	2,792,000	7	Feb. & Aug.	"	1897	....
Gilman, Clinton & Springfield:							1st Mortgage ("") of 1869	1,701,000	7	June & Dec.	"	1899	....
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N. Y. & Lond.	1900	....	1st Mortgage (Cin. & Indiana)	499,000	7	"	"	1882	....
2d Mortgage gold.....	1,000,000	8*	Jan. & July.	"	1892	....	2d Mort. guar. ("")	1,496,000	7	Jan. & July.	"	177-87	....
Goshen and Deckertown (Erie):							Indianapolis and St. Louis:						
1st Mortgage.....	246,500	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1919	....
Grand Rapids & Indiana:							1st Mortgage.....	2,000,000	7	March & Sept.	"	1919	....
1st Mortgage L. G. guar. gold.....	4,000,000	7*	Jan. & July.	New York.	1899	....	1st Mortgage.....	1,000,000	7	April & Oct.	"	1919	....
1st Mort. L. G. not guar. gold.....	3,224,000	7*	April & Oct.	"	1899	....	2d Mortgage.....	1,000,000	7	"	"	1900	....
Grand River Valley (Mich. C.):							Equipment Mortgage.....	375,000	10	Jan. & July.	"	1881	81
1st Mort., assumed by Lessees.....	1,500,000	8	Jan. & July.	New York.	1886	....	Ionia and Lansing (D. L. & L. M.):						
2d Mortgage, guar. by Lessees.....	500,000	8	March & Sept.	"	1879	....	1st Mortgage traffic guar.	770,000	8	Jan. & July.	New York.	1889	....
Grand Trunk (Can.):							2d Mortgage.....	81,000	8	May & Nov.	"	1886	....
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	1877	....	Iowa Falls and Sioux City:						
Equipm't Bonds No. 2 £500,000	2,500,000	6*	Jan. & July.	"	1920	....	1st Mortgage.....	2,960,000	7	April & Oct.	New York.	1917	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	Perp.	....	Iowa Midland (C. & N. W.):						
1st Preference Bonds £3,218,149	16,090,745	6*	Jan. & July.	"	Irred.	....	1st Mort., \$18,000 p.m., guar.....	1,350,000	8	April & Oct.	New York.	1900	....
2d Preference Bonds £2,327,808	11,639,040	5*	"	"	"	....	Ironton (Penn.):						
3d Preference Bonds £7,163,910	35,819,550	4*	"	"	"	....	1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....
Provincial Debenture £3,111,500	15,567,500	.....	.....	Ottawa.	.....	....	1st Mortgage gold, skg fund.....	600,000	7*	Jan. & July.	New York.	1890	....
Great Western of Canada:							Jackson, Lansing & Saginaw (M.C.):						
Mortgage Bonds £127,000.....	635,000	6	Jan. & July.	London.	1876	....	1st Mortgage guar.....	1,450,000	8	Jan. & July.	New York.	1885	93 1/2
Mortgage Bonds £547,000.....	2,735,000	5 1/2	April & Oct.	"	77-78	....	1st Mort. (Northern Ext.) guar.	848,000	8	May & Nov.	"	1890	....
New Bonds £1,000,000.....	5,000,000	6	June & Dec.	"	1890	....	2d Mortgage guar.....	289,000	8	March & Sept.	"	1878	....
Debenture Bonds £1,743,160.....	8,715,500	5	Jan. & July.	"	Perp.	....	Consolidated Mortgage (236 m.)	18,000 p.m.	8	"	"	1891	94 1/2
Great Western Railway of 1859:							Jacksonville, South West & S. East:						
1st Mort., ass'd by T. W. & W.	2,500,000	7	Feb. & Aug.	New York.	1888	86 1/2	1st Mortgage.....	610,000	7*	Jan. & July.	New York.	1912	....
2d Mort., " " " " " " " "	2,503,000	7	May & Nov.	"	1893	71	Jacksonville, Pensac. and Mobile:						
Green Bay and Minnesota:							1st Mortgage.....	472,000	7	Jan. & July.	New York.	1880	....
1st Mortgage.....	2,400,000	7*	Feb. & Aug.	.....	1900	....	2d Mortgage.....	3,000,000	8	"	"	1899	....
Greenville and Columbia:							Jameson & Frank. (L.S. & M. So.):						
1st Mortgage guar. by S. Car.....	1,426,546	7	Jan. & July.	Columbia.	81-86	....	1st Mortgage guaranteed.....	468,000	7	Jan. & July.	New York.	1897	....
1st Mortgage not guaranteed.....	378,766	7	"	"	81-86	....	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....
Greenwich and Johnsonville:							Jefferson (Erie):						
1st Mortgage.....	185,000	7	May & Nov.	New York.	1889	....	1st Mort. (Hawley Section).....	204,000	7	Jan. & July.	New York.	1887	....
Gulf, Western Texas and Pacific:							2d Mort. ("")	84,000	7	"	"	1889	....
1st Mortgage (Construction).....	1,386,000	7*	Jan. & July.	.....	1902	....	1st Mort. (Carbondale Section).....	2,000,000	7	"	"	1889	....
Hannibal and Naples (T. W. & W.):							Jeffersonville, Madison & Indian:						
1st Mortgage.....	675,000	7	May & Nov.	New York.	1886	....	1st Mortgage consol.....	2,474,000	7	April & Oct.	New York.	1906	....
2d Mortgage.....	225,000	7	Jan. & July.	"	1890	....	2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....
Hannibal & Cent. Mo. (T. W. & W.):							1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881	....
1st Mortgage, tax free.....	1,000,000	7	May & Nov.	New York.	1890	....	Jersey City and Albany:						
2d Mortgage.....	250,000	7	"	"	1892	....	1st Mortgage.....	.....	7*	Jan. & July.	New York.	1913	....
Hannibal and St. Joseph:							1st Mortgage (Ridgefield Park).....	300,000	7	May & Nov.	"	1912	....
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	77-94	....	Jefferson and Chicago (C. & Alton):						
Missouri State Loan.....	1,500,000	6	"	"	87-88	93 1/2	1st Mortgage skg fund guar.....	336,000	8	Jan. & July.	New York.	1882	....
Fifteen years' bonds (277 m.).....	2,714,000	8	March & Sept.	"	1885	83	Junction, Philadelphia:						
1st Mort. (J. & Palm R.R. 15 m.)	600,000	8	Feb. & Aug.	"	1892	....	1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	91
1st Mort. (K. City & Cam. RR 55m)	1,200,000	10	Jan. & July.	"	1886	....	2d Mortgage not guaranteed.....	300,000	6	April & Oct.	"	1900	89
General Land Mortgage (277 m.)	642,000	7	April & Oct.	"	1888	....	Junction and Breakwater:						
Harlem Extension:							1st Mort. guar. by Delaware.....	352,000	6	Jan. & July.	New York.	1890	....
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....	1st Mort. assumed by L.S. & M. So.	840,000	8	Jan. & July.	New York.	1888	94 1/2
Harrisburg & Lancaster:							Kalamazoo and Schenck:						
1st Mortgage, guar. by Pa. R.R.....	700,000	6	Jan. & July.	Philadelphia.	1883	101 1/2	1st Mortgage assumed by L.S. & M. S.	100,000	8	Jan. & July.	New York.	1887	....
Hartford, Providence and Fishkill:							Kalamazoo, & S. Haven (M. Cen.):						
1st Mort. (R. I. 28.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....	1st Mortgage guar. by lessees.....	640,000	8	May & Nov.	New York.	1889	....
1st Mort. (Conn. 96.04 m.) skg f.d.	1,574,500	7	"	Hartford.	1876	....	2d Mortgage.....	70,000	8	"	"	1889	....
Holly, Wayne & Monroe (F. & M.):							Kalamazoo & White Pigeon:						
1st Mortgage, tax free.....	1,000,000	8	Jan. & July.	New York.	1901	....	1st Mort. assumed by L.S. & M. S.	400,000	7	Jan. & July.	New York.	1890	....
Holyoke and Westfield:							Kansas City and Cameron:						
1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....	1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1886	....
Houston:							Kan. City, St. Jo. & Coun. Bufls.						
1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....	1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1880	....
2d Mortgage.....	100,000	7	Feb. & Aug.	New York.	1885	....	2d Mort. ("")	150,000	10	"	"	1878	....
3d Mortgage of 1869.....	100,000	6	April & Oct.	Brpt. & Bos.	1889	....	1st Mort. (St. Jo. & CR. 78 m.) conv.	1,400,000	10	March & Sept.	"	1-92	....
Equipment Bonds.....	150,000	7	.....	Bridgeport.	1883	....	1st Mort. (Mo. Valley 130 m.)...	1,500,000	7	Feb. & Aug.	New York.	1893	....
Houston and Texas Central:							1st Mort. ("")	1,000,000	7*	"	"	1893	....
1st Mortgage L.G. skg fund gold.....	7,479,000	7*	Jan. & July.	New York.	1891	....	Consolidated Mort. (280m.) conv.	887,000	8	March & Sept.	"	1890	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kansas Pacific:							Louisville, Cincin. and Lexington:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	....	Bonds to State of Kentucky.....	74,519	6	Jan. & July.	New York.	Perp.	....
1st Mort. (2d Div. 253.94 m.) gold	4,083,000	6*	June & Dec.	"	1896	....	1st Mortgage for Cincinnati Br.	3,000,000	6	"	"	1897	....
1st M. (3d Div. 244.66m. & 3.0, 0.000a)	6,432,000	7*	May & Nov.	N. Y. L. & F.	1899	....	2d Mortgage for \$1,000,000.....	878,000	6	April & Oct.	"	1900	....
1st Mort. (1,000,000 acres).....	246,000	7*	March & Sept.	N. Y. & St. Lo.	71-76	....	Louisville Loan.....	100,000	6	Jan. & July.	"	1881	....
1st Mort. (2,000,000 acres) gold..	1,751,750	7*	Jan. & July.	N. Y., L. & F.	1880	....	1st Mort. (Louisville & Frankft.)	39,000	6	"	"	73-78	....
2d Mort. (") gold.....	1,500,000	7*	March & Sept.	"	1896	....	1st Mort. (Louis., Cin. and Lex.)	21,000	8	April & Oct.	"	1902	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	1st Mortgage (Shelby R. R.)....	85,500	8	June & Dec.	"	1881	....
2d Mortgage (Gov't Subsidy).....	6,303,000	6	Jan. & July.	U. S. Treas.	95-97	....	Louisville and Nashville:						
3d Mortgage (Income).....	4,275,350	7	March & Sept.	N. Y., L. & F.	1916	....	1st Mortgage (main line 185 m.)..	326,000	7	Jan. & July.	New York.	1876	....
Kent County (Del.)							1st Mortgage (Memph Br. 46.37m.)	96,000	7	May & Nov.	Louisville.	1875	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	....	1st Mort. (Leb. Br. Ext. 73.2m.)..	88,000	7	"	"	80-85	....
Kentucky Central:							1st Mort. (Memphis and Ohio)....	3,500,000	7	Feb. & Dec.	New York.	1901	....
2d Mort. (Cov'gton & Lexington)	844,000	7	March & Sept.	New York.	1883	....	1st Mort. (Memph. & Clarksv. Br.)	2,425,000	6*	June & Aug.	"	1902	....
3d Mortgage.....	237,000	7	June & Dec.	"	1885	....	Consol. M. for \$5,000,000 (392 m.)	6,814,000	7	April & Oct.	"	1898	....
Kentucky and Great Eastern:							Louisville Loan.....	849,000	6	"	"	86-87	....
Bonds for \$2,260,000.....	15,000pm	7*	Feb. & Aug.	New York.	1892	....	Louisville Loan (Lebanon Br.)..	225,000	6	May & Nov.	"	1886	....
K. Okuk and Des Moines:							Louisv. Loan (Leb. Br. Exten.)..	333,000	6	April & Oct.	Louisville.	1893	....
1st Mortgage.....	1,895,000	7	April & Oct.	New York.	1904	....	Louisv., N. Al. & St. Lo. Air-Line						
Funded Interest.....	258,720	8	"	"	1884	....	1st Mortgage gold, \$25,000 p. m..	2,875,000	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B. & Q.):							Macon and Augusta:						
1st Mortgage traffic guar.....	1,000,000	8	April & Oct.	Boston.	1879	....	1st Mortgage end. by Ga. R. R....	300,000	7	Jan. & July.	New York.	1877	....
La Crosse, Trempealeau & Prescott:							1st Mortgage not endorsed.....	100,000	7	"	"	1887	....
1st Mort. assumed by C. & N.W.	1,000,000	10	April & Oct.	New York.	1877	....	Construct. Mort. end. by Ga. R.R.	370,000	7	"	"	1879	....
Laf., Bloomington & Miss. (T.W. & W.):							Macon and Brunswick:						
1st Mortgage gold guar.....	1,300,000	7*	Feb. & Aug.	New York.	1891	....	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1887	....
Laf., Muncie & Bloom. (T.W. & W.):							1st Mort. " " " " " " " "	600,000	7	May & Nov.	"	1900	....
1st Mortgage gold guar.....	1,500,000	7*	Feb. & Aug.	New York.	1901	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1889	....
Lake Erie and Louisville:							Equipment Mortgage.....	150,000	7	"	"	1879	....
1st Mortgage.....	300,000	7	April & Oct.	New York.	1892	....	Madison and Portage:						
2d Mortgage.....	510,000	7	Jan. & July.	"	1902	....	1st Mort., guar. by Chi. and Sup.	600,000	7*	April & Oct.	New York.	1890	....
Lake Ontario Shore:							Maine Central:						
1st Mortgage (\$20,000 pr. m.)....	1,438,200	7*	Jan. & July.	New York.	1897	....	Consolidated Mortgage.....	545,800	7*	April & Oct.	Boston.	1912	....
Lake Shore & Michigan South'n:							\$1,100,000 Loan, tax free.....	758,860	7*	Jan. & July.	"	1898	91
Sinking Fund Mortgage.....	1,600,000	7	April & Oct.	New York.	1879	....	Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....
Consol. Mort., S. F., Registered.	4,200,000	7	J. A. J. & O.	"	1900	100	1st Mort. (Belfast & Moosehead)	150,000	6*	May & Nov.	Belfast & Bost.	1890	....
Consol. Mort., S. F., Coupon.....	1,204,000	7	Jan. & July.	"	1900	....	\$1,100,000 (A. & Ken.) Loan....	1,100,000	6	Feb. & Aug.	Boston.	80-91	....
2d Consol. Mort. for \$25,000,000.	.....	7	June & Dec.	"	1903	94	1st Mortgage (Ken. & Portland.)	217,300	6	April & Oct.	Augusta.	1885	....
Bonds of 1882 (Reg. & Coupon)	5,205,000	7	April & Oct.	"	1882	....	Consol. (Port. & Kennebec.) Loan	1,166,700	6	"	Boston.	1896	....
Lake Shore Dividend Bonds:							2d Mort. (Somerset & Kennebec)	280,000	6	June & Dec.	"	1876	....
Reg. Mort. (Clev., Pain. & Ash.)	1,000,000	7	Jan. & July.	"	1880	101	1st Mort. (Leeds & Far'gton.)..	633,000	6	Jan. & July.	"	1901	....
3d Mort. (") " " " "	1,000,000	7	April & Oct.	"	1892	....	Bath (Androscoogin) Loan.....	425,000	6	"	"	1891	....
1st M. rt. (Mich. So. & Nor. Ind.)	5,256,000	7	May & Nov.	"	1885	105	Mansfield & Framing. (C.C. & F.):						
2d Mort. (") " " " "	2,692,000	7	"	"	1877	99	1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1880	88
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	103	Marietta and Cincinnati:						
2d Mort. (") " " " "	860,000	7	April & Oct.	"	1886	98	1st Mortgage, Sterling.....	1,050,000	7*	Feb. & Aug.	London.	1891	....
Mort. Bonds (Buffalo and Erie)	200,000	7	Jan. & July.	"	1882	....	1st Mortgage Dollar.....	2,450,000	7	"	Baltimore.	1891	104
Mort. Bonds (") " " " "	300,000	7	March & Sept.	"	1886	....	2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	91
Mort. Bonds (") " " " "	3,000,000	7	April & Oct.	"	1898	98	3d Mortgage Dollar.....	3,000,000	8	Jan. & July.	"	1890	78
1st M. (Det'., Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1876	99	4th Mortgage.....	2,004,000	8	April & Oct.	"	1908	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	....	1st Mort. (Scioto & Hock. Val.)..	300,000	7	May & Nov.	"	1896	....
1st M. (School. & Three Rivers)	100,000	8	"	"	1887	....	Marietta and Pittsburgh:						
1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	....	1st Mortgage gold.....	1,500,000	7*	Feb. & Aug.	New York.	1896	....
1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	91	Marquette, Houghton & Ontonagon						
1st M. (Jamestown & Franklin)	468,000	7	"	"	var	....	Income Bonds (Marq. % Ont.)..	150,000	8	Jun. & Dec.	New York.	1875	....
2d M. (") " " " "	500,000	7	June & Dec.	"	1894	....	1st Mortgage (") " " " "	1,700,000	8	"	"	1892	....
Lake Shore & Tuscarawas Valley:							1st Mort. (Houghton and Ont.)..	2,000,000	8	Jan. & July.	"	1892	....
1st Mortgage gold.....	2,000,000	7*	April & Oct.	Cleveland, O.	1901	....	Consolidated Mortgage.....	1,454,000	8-10	Various.	"	92-03	....
2d Mortgage.....	696,000	7	"	"	1892	....	Massachusetts Valley (C. & P. R.):						
Elyria and Black Riv. b'ds ass'd	180,000	7	May & Nov.	"	1892	....	1st Mortgage guaranteed.....	400,000	6	Jan. & July.	Boston.	1889	89
Lake Superior & Mississippi:							Maryland and Delaware:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.-Bost.-Ph	1900	....	1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	....
2d Mort. gold tax free and conv.	3,200,000	7*	April & Oct.	"	1900	....	2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Income Bonds.....	3,147,000	10	"	"	1902	....	Massillon & Cleve. (C.M. V. & D.):						
Lawrence (P. Ft. W. & Chi.):							1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
1st Mortgage, guaranteed.....	355,000	7	Feb. & Aug.	New York.	1895	....	Maysville and Lexington:						
Leavenworth, Atch. & N. West'n:							1st Mortgage.....	500,000	7*	Jan. & July.	New York.	1890	....
1st Mort. guar. by Pac. of Mo....	500,000	7	April & Oct.	New York.	1899	....	Memphis and Charleston:						
Leaven, Lawrence & Galveston:							1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
1st Mort. skg fund conv., gold....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....
1st Mort. (K. C. & San. Fe.) guar.	720,000	10	May & Nov.	Boston.	1890	....	Tennessee State Loan.....	1,514,142	6	"	"	....	....
1st Mort. (Southern Kan.) guar	160,000	8	June & Dec.	"	1891	....	Income Bonds.....	600,000	10	March & Sept.	"	73-78	....
Lewish and Lackawanna:							Memphis and Little Rock:						
1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage (Land Grant).....	1,300,000	8	May & Nov.	New York.	1890	....
Lewish Valley:							2d Mortgage.....	1,000,000	8	"	"	....	....
1st Mortgage (new loan).....	4,875,000	6	June & Dec.	Philadelphia.	1898	101	Michigan Air Line (Mich. Cent.):						
2d Mortgage for \$6,000,000.....	6,000,000	7	March & Sept.	"	1910	105	1st Mort. (E. Div.) assumed.....	200,000	8	May and Nov.	New York.	1890	....
General Mort. for \$40,000,000..	5,000,000	6*	June & Dec.	London.	1923	....	Michigan Central:						
Lexington & St. Louis (A. & P.):							1st Mortgage, convertible.....	556,000	8	April & Oct.	Boston.	1882	....
1st Mortgage gold.....	1,000,000	6*	June & Dec.	New York.	1899	....	1st Mortgage sinking fund conv.	2,179,000	8	"	"	1882	109
Little Miami:							Consol. Mortgage for \$10,000,000	8,000,000	7	May & Nov.	New York.	1902	99
1st Mortgage.....	1,490,000	6	May & Nov.	New York.	1883	1st Mort. (M. Air L.W.D.) ass'd	1,900,000	8	Jan. & July.	"	1890	

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Minneapolis & St. L. (L. Sup. & M.)	\$ 700,000	7*	Jan. & July.	New York.	1911	....	N. O., Jack. & Gt. N. (N. O. St. L. & C.)	\$ 3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage gold, guaranteed.	20,000	7*	Jan. & July.	Detroit.	1899	....	2d Mortgage for \$3,000,000.	1,500,000	8	April & Oct.	"	1890	....
Minnesota and North Western:							Consol. Mort. for \$3,000,000.	3,000,000	7*	Jan. & July.	"	1912	....
1st Mort. gold, skg fd & tax free	2,000,000	7*	Jan. & July.	"	1899	....	New Orleans, Mobile and Texas:						
Mississippi Cent. (N. O. St. L. & C. H.)	1,012,500	7	May & Nov.	New York.	'74-'84	....	1st Mort. (Mobile to N. Orleans)	4,000,000	7*	Jan. & July.	N. Y. & Lond.	1915	....
1st Mortgage.	2,000,000	8	Feb. & Aug.	"	1886	....	1st Mort. (N. Orleans to Texas)	7,250,000	8	"	New York.	1915	....
General Mort. for \$8,000,000 gold	3,705,500	7*	May & Nov.	"	1912	....	2d Mort. endorsed by Louisiana.	2,825,000	8	"	"	1915	....
Mississippi, Ouachita & Red Riv.	2,840,000	7*	Jan. & July.	"	1900	....	New York, Boston and Montreal:						
1st Mortgage gold.	600,000	7	April & Oct.	Memphis.	1876	....	1st Mortgage for \$12,250,000.	6,617,500	7*	Feb. & Aug.	N. Y. or Lond.	1903	....
Mississippi and Tennessee:							New York & Canada (D. & H. C.)	4,000,000	6*	May & Nov.	London.	1904	....
Consolidated Mortgage.	1,254,000	8	Jan. & July.	"	'81-'93	....	1st Mort. for \$300,000, guar.	5,936,625	6	May & Nov.	New York.	1883	97
Tennessee State Loan.	430,547	6	"	"	"	....	Bonds for debts assem'd (N. Y. C.)	1,514,000	7	Feb. & Aug.	"	1876	102½
Mississippi Valley and Western:							Bonds for B. & N. F. stk (")	74,500	6	May & Nov.	"	1883	....
1st Mortgage \$20,000 p. m.	800,000	7	Feb. & Aug.	New York.	1902	....	Bonds for R. R. Stocks (")	592,000	6	"	"	1883	91
Missouri, Iowa and Nebraska:							Bonds for Real Estate (")	162,000	6	"	"	1883	....
1st Mortgage gold, sinking fund.	2,000,000	7*	June & Dec.	"	1910	....	Bonds of 1854 renewed (")	2,431,000	6	June & Dec.	"	1887	95½
Missouri, Kansas and Texas:							2d Mort. (Hudson River) S. F.	1,794,000	7	"	"	1885	108
1st Mort. (U. Pac. S. Br.) skg fund	3,220,000	6*	Jan. & July.	New York.	1899	....	3d Mort. (")	159,000	7	May & Nov.	"	1875	....
1st Mort. (Teb. & Neosho) S. F.	362,000	7*	June & Dec.	"	1903	....	Bonds of 1871, tax free.	1,950,000	7	April & Oct.	"	1891	....
Consol. Land Grant, skg fd gold	10,418,000	7*	Feb. & Aug.	"	1904	....	1st Mort., coup. }	3,904,000	7	Jan. & July.	"	1903	110½
Additional Consol. Mort.	2,500,000	7	"	"	1905	....	1st Mort., reg'd }	9,733,333	6*	"	London.	1903	111
Further Add. Consol. Mort.	600,000	7	"	"	1906	....	1st Mort. Sterling for £2,000,000						
Missouri River, Ft. Scott & Gulf:							New York and Harlem:						
1st Mortgage, Land Grant, S. F.	5,000,000	10	Jan. & July.	New York.	1889	....	Consolidated Mortgage of 1863.	103,000	6	Feb. & Aug.	New York.	1893	....
2d Mortgage.	2,000,000	10	April & Oct.	N. Y. & Bost.	1890	....	Sinking Fund Mortgage of 1861.	108,899	7	Jan. & July.	"	1881	....
Mobile and Girard:							Consolidated Mort. of 1872.	6,822,000	7	May & Nov.	"	1900	108
1st Mortgage.	377,500	7	Jan. & July.	Savannah.	1876	....	N. York, Houston & Northern:						
2d Mortgage.	300,000	8	"	"	1889	....	1st Mortgage.	249,000	7*	April & Oct.	New York.	1902	....
Mobile and Montgomery:							New York, Kingston & Syracuse:						
1st Mort. endor. by State of Ala.	2,424,000	8*	May & Nov.	New York.	1900	....	1st Mort. for \$4,000,000.	2,500,000	7*	Jan. & July.	New York.	1902	....
2d Mortgage.	800,000	8	"	"	1900	....	New York, N. Haven & Hartford:						
Mobile and Ohio:							1st Mort. (N. Y. and N. Haven)	1,059,500	6	April & Oct.	New York.	1875	100½
1st Mortgage Sterling.	5,732,000	6*	May & Nov.	Mobile & Lond.	1883	....	1st Mort. (Harlem & Portchester)	1,000,000	7	"	"	1903	....
Interest bonds.	1,532,000	8	"	"	Mobile.	'76-'83	New York and Oswego Midland:						
Sterling Interest bonds.	769,920	6*	"	"	London.	1883	1st Mortgage gold, tax free.	8,000,000	7*	Jan. & July.	New York.	1894	....
Tennessee Subsidy Bonds.	1,685,000	7*	Jan. & July.	N. Y. & Lond.	1901	....	2d Mortgage convertible.	2,500,000	7	May & Nov.	"	1895	....
Special Mort. (Gainesville Br.)	53,000	8	May & Nov.	Mobile.	"	....	2d Mortgage non-convertible.	1,500,000	7	"	"	1896	....
2d Mortgage.	1,453,558	8	March.	"	1877	....	3d Mort., Equipment.	3,800,000	7	"	"	....	....
Consol. Mort. for \$15,000,000	847,975	8	Jan. & July.	N. Y. & Lond.	1904	....	1st Mort., (West. Extension)	2,425,000	7	"	"	....	....
Convertible ½ per cent. bonds.			M. J. S. & D.	New York.	....	....	Consolidated Mortgage.	1,200,000	7	"	"	....	....
Montclair (N. Y. and O. Mid.)							New York, Providence & Boston:						
1st Mortgage gold, guar.	1,800,000	7*	March & Sept.	New York.	....	....	1st Mortgage.	75,000	6	Feb. & Aug.	New York.	1878	....
2d Mortgage.	780,000	7	"	"	....	....	Improvement Bonds.	100,000	7	Jan. & July.	"	1876	....
Income Mortgage.	888,400	7	"	"	....	....	General Bonds.	250,000	6	May & Nov.	"	'78-'81	....
Montgomery and Erie (Erie):							General Mort. for \$1,000,000.	777,000	7	Jan. & July.	"	1899	....
1st Mortgage.	127,000	7	May & Nov.	New York.	1888	....	Norfolk & Petersburg (A. M. & O.):						
2d "	47,000	7	April & Oct.	"	1887	....	1st Mortgage.	306,000	8	Jan. & July.	New York.	1877	....
Montgomery and Eufaula:							2d Mortgage.	157,000	7	"	"	1877	....
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept.	New York.	1886	....	North Carolina:						
1st Mortgage not endorsed.	330,000	8	June and Dec.	"	1900	....	1st Mortgage.	375,000	8	May & Nov.	Co's Shops, N.C.	1878	....
Monticello and Port Jervis:							North Eastern (S. Car.):						
1st Mortgage gold, tax free.	500,000	7*	J. A. J. & O.	New York.	1890	....	2d Mortgage.	820,000	8	March & Sept.	Charleston.	1899	....
Morris and Essex (D. L. & W.):							North Missouri (St. L., K. C. & N.):						
1st Mortgage sinking fund, guar.	6,000,000	7	May & Nov.	New York.	1914	105½	1st Mortgage.	225,500	8	"	"	1899	....
2d Mortgage guar.	2,000,000	7	Feb. & Aug.	"	1891	102½	North Pennsylvania:						
Convertible bonds.	353,000	7	Jan. & July.	"	1900	95	1st Mortgage.	2,159,500	6	Jan. & July.	Philadelphia.	1885	....
Construction bonds of 1871.	640,000	7	April & Oct.	"	1889	98	2d Mortgage.	1,500,000	7	May & Nov.	"	1896	102½
General Mortgage.	2,975,000	7	"	"	1901	....	Chattel Mortgage.	360,000	10	April & Oct.	"	1877	104½
Special	1,029,000	7	"	"	....	....	General Mortgage.	436,500	7	Jan. & July.	"	1903	....
Nashville, Chattanooga & St. Louis:							North Shore (Flush., N. S. & Cent.):						
1st Mort., endorsed by Tenn.	1,450,000	6	Jan. & July.	New York.	'74-'83	....	1st Mortgage.	155,000	7	Feb. & Aug.	New York.	1887	....
2d Mort. (Government Subsidy)	1,000,000	4	"	"	'81-'91	....	Northern Central:						
New Mortgage.	5,500,000	7	"	"	1913	....	1st Mortgage, Md. State loan.	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
Nashville and Decatur (L. & Nash.):							2d Mortgage Coupon.	2,500,000	6	Jan. & July.	Baltimore.	1885	....
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....	3d Mortgage Coupon.	1,233,000	6	April & Oct.	Phila. & Balt.	1900	87½
2d Mortgage gold.	500,000	6*	April & Oct.	Nashville.	1887	....	3d Mort. (York & Cumb.) guar.	500,000	6	Jan. & July.	Baltimore.	1877	....
Naugatuck:							Income Mortgage conv.	1,000,000	7	April & Oct.	Harrisburg.	1880	....
1st Mortgage.	103,000	7	Jan. & July.	Bridgeport.	1876	....	Income Mort. coupon.	3,000,000	7	Jan. & July.	"	1922	....
Newark & New York (C. of N. Y.):							Consol. Mort. coupon.	2,500,000	6*	"	Baltimore.	1900	92½
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....	Consol. Mort. registered.	205,000	6*	April & Oct.	"	1900	....
Newark, Somerset & Straitville:							Consol. Mort. S. F.	2,000,000	6*	Jan. & July.	Lond. & Balt.	1904	....
1st Mortgage gold.	800,000	7*	May & Nov.	New York.	1889	....	Northern New Jersey (Erie):						
New Bedford:							1st Mortgage skg fd guar.	400,000	7	Jan. & July.	Jersey City.	1878	....
1st Mort. (New Bed. & Taunton)	171,500	6	Jan. & July.	Boston.	1881	....	Northern Pacific:						
New Issue for \$360,000.	235,000	7	"	"	1894	....	1st Mort. on R. R. & lands gold.	30,000,000	7.3*	Jan. & July.	New York.	1900	27½
Newburyport:							Northwestern Virginia:						
1st Mortgage.	300,000	7	"	"	....	....	3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
New Haven and Derby:							Northwestern Union (C. & N. W.):						
1st Mortgage.	625,000	7	Various.	New Haven.	'98-'00	....	1st Mortgage.	3,500,000	7*	"	New York.	....	....
New H. Middle & Willman:							Norwich & Worcester (B. H. & E.):						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....	1st Mort. Mass. Loan, skg. fd.	400,000	6	Jan. & July.	Boston.	1877	....
2d Mortgage.	880,000	7	"	"	1881	....	Construction Bonds.	150,000	7	"	"	1877	....
New Haven and Northampton:							Nyack and Northern:						
1st Mortgage.	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....	1st Mortgage.	150,000	7	Jan. & July.	New York.	1890	....
Convertible bonds, tax free.	75,000	6	April & Oct.	"	'80-'82	....	Ogdensburg and Lake Champlain:						
Holyoke and Westfield bonds.	200,000	7	"	"	1891	....	Equipment Mortgage.	370,000	8	Jan. & July.	Boston.	1878	....
New Jersey Midland (N. Y. & O. M.):							Equipment Mortgage.	200,000	8	"	"	1879	85½
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....	Sinking Fund Bonds.	468,000	8	March & Sept.	"	1890	....
2d Mortgage.	1,500,000	7	"	"	1881	....	Ohio and Mississippi:						
New Jersey and New York:							Consolidated Mort. Bonds.	3,067,000	7	Jan. & July.	New York.	1898	93½
1st Mortgage.	500,000	7*	March & Sept.	N. Y. or Lond.	1893	....	Consolidated S. F. Mortgage.	3,556,000	7	"	"	1898	94½
New Jersey Southern:							Consolidated Mort., Sterling.	112,000	7*	"	London.	1898	....
1st Mortgage.	2,000,000	7	May & Nov.	New York.	1889	....	2d Consol. Mort. & S. F. Bonds.	3,672,000	7	April & Oct.	New York.	1911	79
1st Mort. (Fon's River Branch)	120,000	6	April & Oct.	"	1888	....	Income and Funded Debt Bonds	174,000	7	"	New York.	1882	....
2d Mortgage.	1,000,000	7	March & Sept.	"	1881	....	Debiture Sinking Fund Bonds	180,000	7	May & Nov.	New York.	1883	....
Consol. Mort. for \$7,000,000.	5,300,000	7	April & Oct.	"	1903	....	El Creek and Allegheny River:						
Income Mortgage.	750,000	7	"	"	1881	....	1st Mortgage (C. C. R. R.)	580,000	7	Feb. & Aug.	Philadelphia.	1898	70
New Jersey West Line:							1st Mort. (Warren & Franklin).	1,500,000	7	April & Oct.	"	1882	....
1st Mort. gold, for \$3,000,000.	3,000,000	7*	May & Nov.	New York.	1900	....	1st Mort. (Union & Titusville).	500,000	7	Jan. & July.	"	1890	....
New London Northern (Cen. Vt.):							Consolidated Mortgage.	1,100,000	7	May & Nov.	"	1885	84
1st Mortgage.	300,000	6	April & Oct.	New York.	1885							
2d Mortgage.	500,000	7	June and Dec.	"	1892							

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Old Colony:	\$						Philadelphia, Wilmington & Balt:	\$					
Plain Bonds	1,000,000	4	March & Sept.	Boston.	1876	....	Mortgage Loan, convertible	318,500	6	Jan. & July.	Phila. & Bost.	1884	....
Plain Bonds	32,000	5	"	"	1884	....	Loan of 1866.....	400,000	6	April & Oct.	"	1876	....
Plain Bonds	458,000	6	April & Oct.	"	1875	99	Loan of 1867.....	1,000,000	6	"	"	1887	....
Plain Bonds.....	1,450,000	7	Feb. & Aug.	"	1877	....	Loan of 1872.....	500,000	6	"	"	1892	....
New Bonds for \$3,000,000.....	1,192,000	7	March & Sept.	"	1894	104½	Pickering Valley (Phila. & Rdg):						
Omaha and Northwestern:							1st Mortgage, guaranteed.....	331,800	7	April & Oct.	Philadelphia.	1900	....
1st Mort. Land Grant, Gold.....	16,000pm	7.3	Jan. & July.	New York.	1901	....	Pittsburg, Cin. & St. Louis (Pa.):						
Omaha and Southwestern:							1st Mort. (Col. & Newark Div.)	775,000	7	Jan. & July.	Philadelphia.	1890	....
1st Mortgage \$20,000 p. m.....	1,034,000	8	June & Dec.	Boston.	1896	85	1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	70½
Orange and Newark:							2d Mortgage.....	5,000,000	7	April & Oct.	Philadelphia.	1913	....
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....	Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	"	1900	74
Oregon and California:							Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage gold.....	10,950,000	7*	April & Oct.	New York.	....	....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	109½
Oswage Valley & Southern Kansas:							1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....
Oshkosh & Miss. (C. M. & S. P.):							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	....
Oswego and Rome (R. W. & O.):							1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	....
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....	2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	....
Income Mortgage.....	112,100	6	Feb. & Aug.	"	1891	....	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	104½
Oswego and Syracuse (D. L. & W.):							2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	....
1st Mortgage, guaranteed.....	201,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series J).....	860,000	7	April & Oct.	"	1912	....
Ottawa, Oswego & Fox River:							2d Mortgage (Series K).....	860,000	7	May & Nov.	"	1912	....
1st Mortgage guar by C. B. & Q.	1,241,000	8	Jan. & July.	N. Y. & Bost.	1900	99	2d Mortgage (Series L).....	860,000	7	June & Dec.	"	1912	....
Owensboro and Russellville:							3d Mortgage (Series M).....	860,000	7	April & Oct.	"	1912	....
1st Mortgage for \$1,500,000.....	1,500,000	8	Feb. & Aug.	New York.	1892	....	Bridge (O. & P. R. R.) bonds.....	111,000	7	May & Nov.	Philadelphia.	1876	....
Pacific of Missouri (Atl. & Pac.):							Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	New York.	1877	....
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1888	81	Equipment bonds.....	1,000,000	8	March & Sept.	"	1879	....
2d Mortgage sinking fund.....	2,875,000	7	Jan. & July.	"	1891	70	Pittsburg, Va. and Charleston:						
Income Bonds.....	1,154,600	7	"	"	1892	....	1st Mortgage.....	700,000	7	April & Oct.	New York.	1902	....
St. Louis County Debt.....	700,000	7	Monthly.	St. Louis.	1885	....	Pittsburg, Wash. & Baltimore:						
Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....	1st Mort. (Pittsb. & Conn'sville)	4,000,000	7	Jan. & July.	Baltimore.	1898	81½
1st Mort. (Carondelet Branch)....	500,000	6*	April & Oct.	"	1893	....	2d Mort. do. (Balt. Loan).....	5,000,000	6	May & Nov.	"	1902	....
1st Mort. (Leav. Atch. & N. W.)	500,000	7	Jan. & July.	"	1889	....	1st Mort. (Turtle Cr. Div. 10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
1st Mort. (Lex. & St. Louis) gold	900,000	6*	Jan. & July.	"	1887	....	Real Estate Mortgage.....	100,000	6	"	Baltimore.	1883	....
Paducah and Memphis:							Plymouth, Kankakee & Pacific:						
1st Mortgage gold for \$2,805,000.	1,541,000	7*	Feb. & Aug.	New York.	1902	....	1st Mortgage for \$3,600,000.....	20,000 pm	7*	Jan. & July.	New York.	1901	....
Panama:							Port Huron and Lake Michigan:						
1st Mortgage, stg £19,350	93,850	7*	April & Oct.	London.	1875	....	1st Mortgage gold, for \$1,800,000	1,800,000	7	May & Nov.	New York.	1899	....
General Mortgage, stg £597,800.	2,589,330	7*	"	"	1897	....	Portland & Ogdensburg (Me. & N. H.):						
Paris and Decatur:							1st Mort. (Maine Section) gold.....	800,000	6*	Jan. & July.	Boston.	1900	....
1st Mortgage gold, S. F.	1,200,000	7*	Jan. & July.	N. Y. & Lond.	1892	....	Consol. Mort. gold, for \$3,300,000	3,300,000	6*	May & Nov.	"	1901	....
Paterson and Newark (Erie):							Portland and Ogdensburg (Vt.):						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....	1st Mortgage gold, for \$2,300,000	2,300,000	6*	May & Nov.	N. Y. & Bost.	1891	....
Pekin, Linc. & Decatur (T. W. & W.):							Portland and Oxford Central:						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	....	1st Mortgage of 1863.....	250,000	6	Jan. & July.	Portland.	1883	....
Pemberton & Hights (U. C. of N.):							Portland and Rochester:						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....	1st Mort. (Portland Loan) skg fd	700,000	6	Jan. & July.	Boston.	1887	....
Peninsular (Mich.) Railway:							1st Mortgage (equal lien).....	357,000	7	April & Oct.	"	1887	....
1st Mortgage gold (S. F.) 1st series	1,800,000	7*	May & Nov.	N. Y. or Lond.	1899	....	2d Mort. (Portland Loan).....	350,000	7	Mar. & Sept.	"	1891	....
1st Mortgage gold (S. F.) 2d series	979,000	7*	"	"	1900	....	Port Royal (S. C.):						
Pennsylvania:							1st Mortgage gold, skg fd.....	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. (Harris' b'g to Pittsb'g)	4,970,000	7	Jan. & July.	Philadelphia.	1880	103	1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	"	"	1889	....
2d Mort. (" ")	2,583,600	6	April & Oct.	"	1875	99½	Portsmouth, Gt. Falls & Conway:						
2d M. stg (" ")	2,282,240	6*	"	London.	1875	....	1st Mortgage.....	462,489	6	April & Oct.	Boston.	....	....
General Mortgage (coup. & reg.)	19,558,760	6	J. A. J. & O.	Philadelphia.	1910	92½	Poughkeepsie and Eastern:						
Consolidated Mortgage.....	8,245,000	6*	Jan. & July.	London.	1905	....	1st Mort. gold, conv. & tax free..	644,500	7*	Jan. & July.	New York.	1910	....
State lien for \$7,500,000, skg fd	5,401,675	6	April & Oct.	Philadelphia.	74-90	....	2d Mortgage.....	78,000	7	"	"	....	....
Pennsylvania and Delaware:							Providence and Worcester:						
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	....	1st Mortgage.....	500,000	6	Jan. & July.	Providence.	1880	....
Income Mortgage.....	310,000	7	April & Oct.	"	1891	....	Stoughton Branch bonds.....	1,000,000	6	"	"	....	....
Pennsylvania & New York (L. V.):							Quincy, Alton and St. Louis:						
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	....	1st Mortgage gold.....	1,000,000	7*	May & Nov.	Philadelphia.	1882	....
1st Mortgage guaranteed.....	1,500,000	7	"	"	1906	....	Quincy and Palmyra:						
Peoria & Bureau Val (C. R. I. & P.):							1st Mort. assumed by H. & St. Jo.	500,000	8	Feb. & Aug.	New York.	1892	....
1st Mortgage guaranteed.....	600,000	8	Jan. & July.	New York.	1877	....	Quincy and Toledo (T. W. & W.):						
Peoria & Hannibal (C. B. & Q.):							1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	....
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1873	....	Quincy & Warsaw (C. B. & Q.):						
Peoria, Pekin and Jacksonville:							1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....	Reading and Columbia (P. & R.):						
2d Mort. conv. and tax free.....	1,000,000	7	April & Oct.	"	1900	....	1st Mort., Coupon, guaranteed..	650,000	7	March & Sept.	New York.	1882	....
Peoria and Rock Island:							2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N. Y. & Lond.	1900	....	Rensselaer and Saratoga:						
2d Mortgage.....	150,000	10	Jan. & July.	New York.	1900	....	1st Mortgage.....	300,000	7	Jan. & July.	Troy.	1880	....
Perkiomen (Phila. and Rdg):							2d Mortgage.....	150,000	7	"	"	1887	....
1st Mortgage, guaranteed.....	619,000	6	April & Oct.	Philadelphia.	1897	84	1st Mort. (Saratoga & Whitehall)	400,000	7	March & Sept.	New York.	1886	....
Petersburg:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May and Nov.	"	1890	....
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	79-93	....	1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	"	1894	....
2d Mortgage.....	500,000	8	"	"	1902	....	Consol. Mort. for \$2,000,000.....	1,950,000	7	May and Nov.	"	1921	....
Philadelphia and Baltimore Cent:							Richmond and Danville:						
1st Mortgage (Penn. Div. 36½ m)	800,000	7	Jan. & July.	Philadelphia.	1879	....	Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	1880	....
1st Mortgage (Md. Div. 9½ m)....	300,000	6	"	"	1891	....	Virginia State guar. bonds.....	157,800	6	"	"	1875	....
2d Mortgage (Pa. & Md. 46 m)....	400,000	7	"	"	1900	....	1st Mort. (Peidmont Branch)....	500,000	8	"	"	1888	....
Philadelphia and Erie (Penn.):							1st Mort. (Northwestern, N. C.)	500,000	6.7	April & Oct.	N. Y. or Rich.	....	....
1st Mort. (Sunbury & Erie 40m)	1,000,000	7	Apr. and Oct.	Philadelphia.	1877	Consolidated Mortgage.....	1,766,000	6	May and Nov.	New York.	75-90
1st Mortgage.....	5,000,000	6	"	"	1								

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Saginaw Valley and St. Louis:	\$						South Carolina:	\$					
1st Mortgage.....	346,000	8	May & Nov.	Saginaw.	1892	....	1st Mortgage Sterling.....	1,486,333	5*	Jan. & July.	London.	'82-'83	....
Saint Croix and Penobscot:							1st Mortgage (L.) currency.....	8 7/100	7	"	New York.	'82-'88	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	2d Mort. for \$3,000,000.....	615,500	7	April & Oct.	"	1902	....
2d Mort. (").....	17,500	6	"	"	1879	....	Domestic (G) Bonds.....	111,000	6	Jan. & July.	Charleston.	1874	....
Calais Loan (Lewey's Island).....	115,000	6	June & Dec.	"	1878	....	Domestic (I) Bonds.....	1,296,500	7	April & Oct.	"	1891	....
St. Joseph & Denver City:							Domestic (K) Bonds.....	78,000	6	Jan. & July.	"	'80-'92	....
1st Mort. (E. D.) gold tax free.....	1,500,000	8*	Feb. & Aug.	N. Y. & Lond.	1899	....	South Georgia and Florida:						
1st M. (W.D.) land grant, g'd tax fr	5,600,000	8*	"	"	1900	....	1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
St. Joseph and St. Louis:							2d Mort.	200,000	7	"	"	1889	....
1st Mortgage.....	1,000,000	6	May & Nov.	New York	1893	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York	1894	....	2d Mortgage for \$200,000.....	177,500	7	March & Sept.	"	1884	....
1st Mortgage skg f'd. (Series B)	1,400,000	7	April & Oct.	"	1894	....	South and North Alabama:						
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	....	1st Mort. endor. by Ala., gold...	391,000	8*	Jan. & July.	New York.	1890	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....	Sterling Mort., guar. by L. & N.	£1,160,000	...	May & Nov.	London.	....
2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	73	South Pacific (Atl. and Pac.):						
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	....	1st Mortgage gold, assumed....	7,189,000	6*	Jan. & July.	New York.	1888	....
St. Louis, Iron Mt. and Southern:							South Shore (Mass.):						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	85	1st Mortgage, sinking fund.....	175,000	6	April & Oct.	Boston.	'80-'81	....
2d Mort. (").....	4,622,000	7	May & Nov.	"	1897	60	South Side, Va. (A., M. and O.):						
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	"	1895	....	1st preferred bonds.....	675,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort. (Cairo, Ark. & Tex.)	1,500,000	7*	"	"	1897	....	2d preferred bonds.....	621,000	6	"	"	'84-'90	....
Consolidated Mortgage.....	1,500,000	7	"	"	1899	....	3d preferred bonds.....	452,800	6	"	"	'84-'90	....
St. Louis, Jacksonville & Chicago:							Southern Central (N.Y.):						
1st Mortgage.....	2,929,000	7	April & Oct.	New York.	1894	....	1st Mortgage, skg fund conv.....	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage.....	548,000	7	Jan. & July.	"	1898	....	2d Mortgage.....	600,000	7	March & Sept.	"	1882	....
St. Louis, Kansas City & North:							Southern Iowa and Cedar Rapids:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
New Mortgage.....	3,000,000	7	March & Sept.	"	1899	....	Southern of L. I.:						
St. Louis, Lawrence and Denver:							1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	....
1st Mort. guar. by Atl. and Pac.	1,020,000	6*	Jan. & July.	New York.	1901	....	1st Mort., Sink. Fund.....	1,500,000	7	May & Nov.	"	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv.....	2,207,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,240,000	8	Apr. & Oct.	New York.	'78-'88	....
1st M. (Evans, D.) gold skg f'd. con	1,000,000	7	"	"	1896	....	2d Mortgage, land grant.....	1,252,000	7	Jan. & July.	"	1890	....
1st Mort. (Evans, Hen. & Nash.)	1,000,000	7	Jan. & July.	"	1897	....	Southern (Cal.) Pacific:						
Consol. Mort. Skg. Fund.....	2,000,000	7	Feb. & Aug.	"	1902	....	1st Mortgage gold for \$28,000,000.	10,040,000	6*	April & Oct.	New York.	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,599,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1900	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	"	1898	....	2d Mortgage gold.....	88,000	7*	"	"	1880	....
2d Mortgage (B.) convertible.....	1,000,000	7	"	"	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	1,000,000	7	March 1.	Pittsburg.	1901	....	Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
St. Paul and Iowa Southwestern:							1st Mortgage (Muscoogee) conv.....	300,000	7	"	"	'72-'76	....
1st Mortgage.....	4,500,000	7*	May & Nov.	....	1903	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car ..	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St.P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	"	"	1879	....
1st M. (St. P. to Sauk Rap.) 80m.	700,000	7	Jan. & July.	"	1892	....	Springfield, Athol & Northeastern:						
2d M. (N. Line) 80 m & 1st land gr	1,200,000	7	June & Dec.	"	1892	....	1st Mortgage.....	345,000	7	Jan. & July.	Boston.	'82-'91	....
1st M. (W. Line) R.R. & Lands.	3,000,000	7*	May & Nov.	London.	....	....	Springfield & Illinois S. Eastern:						
2d M. (W. Line) R. R. & Lands.	9,000,000	7*	"	"	....	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1899	....
1st Mort. (St. Paul and Pac.) 1/2 g.	16,000,000	7*	"	"	....	....	2d Mortgage gold, tax free.....	410,000	7*	April & Oct.	"	1900	....
St. Paul, Stillwater & Taylor's F.							Springfield and Northwestern:						
1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....	1st Mortgage gold, skg fund.....	500,000	7*	Feb. & Aug.	New York.	1901	....
Salem (West Jersey):							Staten Island:						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Salem and Lowell (B. & L.):							Stunstead, Shefford and Chamblay:						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	....	1st Mort., Guar. by Cent. Vernu.	444,100	7	Jan. & July.	Boston.	1887	....
Sand., Mansfield & Newark (B & O.)							Sullivan (Central Verm.):						
1st Mortgage guaranteed.....	2,309,748	7	Jan. & July.	New York.	1909	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Saratoga & Whitehall (R. & S.):							2d Mortgage.....	250,000	6	Feb. & Aug.	"	1881	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Sullivan and Erie:						
Savannah, Albany & Gulf (A & G):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Sectional Mort.....	310,000	7	Jan. & July.	New York.	Var.	....	Summit Branch:						
Savannah and Charleston:							1st Mortgage.....	600,000	7	Jan. & July.	Philadelphia.	1904	82
1st Mortgage (Sav. & Char.).....	600,000	7	Jan. & July.	New York.	1889	....	Sunbury and Lewiston:						
Estate guaranteed (C. & S.) bonds.	605,900	6	March & Sept.	Charleston.	1877	....	1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia	1890	....
Funded Interest bonds, guar.....	111,900	7	"	New York.	1889	....	Income Mort. gold.....	200,000	6*	"	"	1891	....
Savannah, Griffin & North Ala.:							Suspense, Bridge & Erie June. (E.):						
1st Mortgage for \$500,000 guar.....	152,000	7	Jan. & July.	Macon.	1891	....	1st Mortgage.....	1,000,000	7	.....	New York.	....
Savannah and Memphis:							Jewelsboro (West Jersey):						
1st Mort., gold, endor. by State.	16,000pm	8*	May and Nov.	New York.	1890	....	1st Mortgage, guaranteed.....	200,000	6	Jan. & July.	Camden.	....
Schenectady & Susq. (D. & H. Can.)							Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage gold, tax free.....	400,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
Schoolcraft & Three R. (LSA MS):							2d Mortgage.....	270,000	7	June & Dec.	"	1881	....
1st Mortgage.....	100,000	8	Jan. & July.	New York.	1887	....	Syracuse and Chenango Valley:						
Seaboard and Roanoke:							1st Mort. gold, for \$500,000.....	500,000	7*	Feb. and Aug.	New York.	1891	....
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1880	....	1st Mortgage, skg fund.....	1,163,000	7*	June & Dec.	New York.	1903	....
Selma and Gulf:							Terre Haute & Indianapolis:						
1st Mort. (guar. by Ala.).....	1,888,000	8	April & Oct.	New York.	1890	....	1st Mortgage.....	800,000	7	April & Oct.	New York.	1879	....
Selma, Marion and Memphis:							Bonds of 1873 for \$1,800,000.....	516,000	7	"	"	1894	....
1st Mort. guar. by Ala.....	16,000pm	8	March & Sept.	New York.	1889	....	Texas and Pacific:						
Selma, Rome and Dalton:							1st Mortgage S. F. Gold.....	40,000pm	6*	June & Dec.	N.Y. or Lond.	1912	....
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....	Toledo, Peoria and Warsaw:						
2d Mortgage.....	4,000,000	7	Jan. & July.	"	1891	....	1st Mortgage (Eastern Div.).....	1,600,000	7	June & Dec.	New York.	1894	....
Equipment Mortgage.....	230,000	10	"	"	1881	....	1st Mortgage (Western Div.).....	1,800,000	7	Feb. and Aug.	"	1890	80
Shamokin Valley & Pottaw. (N.C.):							2d Mort. conv. (").....	1,300,000	7	April & Oct.	"	1886	71
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	91	Equipment Mort. sinking fund.....	94,000	8	Jan. & July.	"	1879	....
Shoebottom and Fond du Lac:							Consol. Mort. for \$8,200,000.....	1,500,000	7	May & Nov.	"	1910	....
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	1st Mortgage (Burl. Branch).....	250,000	7	June & Dec.	"	1901	50
1st Mortgage extension.....	694,000	8	April & Oct.	"	1896	....	Toledo, Wabash and Western:						
Shenango and Allegheny:							1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	New York.	1890	....
1st Mortgage for \$1,000,000.....	795,000	7	April & Oct.	New York.	1889	....	1st Mort. (L. Erie, Wab. & St. L.)	2,500,000	7	"	"	1890	87
Shenepaw Valley (Ct.):							1st Mort. (Gt. West. Rwy of '59)	2,500,000	7	"	"	1888	....
1st Mortgage.....	400,000	7	April & Oct.	New York.	1891	....	1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	"	1890	86
2d Mortgage.....	200,000	7	Jan. & July.	"	1902	....	1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	"	1882	....
Shore Line (N. Y., N. H. & Hart.)							1st Mort. (Decatur & East St. L.)	2,700,000	7	F. M. A. & N.	"	1889	73
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	"	1878	69
Sioux City and St. Paul:							2d Mort. (Wabash & Western)	1,500,000	7	"	"	1878	....
1st Mortgage.....	1,240,000	8	May and Nov.	New York.	1901	....	2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	"	"	1893	....
Land Grant Mortgage gold.....	500,000	7*	"	"	1901	....	Equipment (Toledo & Wabash)	600,000	7	"	"	1883	....
Sioux City and Pacific:							Consol. S. F. 1st Mortgage.....	2,610,000	7	F. M. A. & N.	"	1907	58
1st Mortgage gold.....	1,628,000	6*	Jan. & July.	Boston.	1898	....	Consol. 2d mort. gold.....	2,188,000	7	Feb. and Aug.	"	1893	....
2d Mort. (Gov. Subsidy).....	1,628,200	6	"	U.S. Treasury.	1898	....	Traverse City (Gr. Rap. and Ind.):						
Somerset & Kennebec (Me. Cent.):							1st Mortgage.....	250,000	7	Feb. and Aug.	New York.	1902	....
1st Mortgage gold.....	280,000	7*	June & Dec.	Boston.	1876	....						

AMERICAN RAILROAD BOND LIST.

The Letter (c) affixed to Rate of Interest Signifies "Payable in Gold."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Troy & Bennington (T. & B.):	\$						Western Maryland:	\$					
1st Mortgage skg fund, guar.....	59,700	7	Jan. & July.	Troy.	1878	....	1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	....
Troy and Boston:							1st Mort. endor. by Balt.....	200,000	6	"	"	1890	....
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	2d Mort. ".....	300,000	6	"	"	1890	....
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	2d Mort. endor. by Wash. Co....	300,000	6	"	"	1890	....
3d Mortgage.....	650,000	7	May and Nov.	"	1875	....	2d Mortgage preferred.....	600,000	6	"	"	1895	....
Convertible Bonds.....	648,000	7	"	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	....
Troy, Salem & Rutland (R. & Sar.):							4th Mortgage.....	1,000,000	6	"	"	1900	....
1st Mortgage, guaranteed.....	500,000	7	May and Nov.	New York.	1890	....	Western Pacific (Cen. Pac.):	2,735,000	6c	Jan. and July.	New York.	1899	80
Troy Union (and Depot):							Western Union (Chi., M. & St. P.):	3,500,000	7	Jan. and July.	New York.	1896	....
1st Mortgage, guaranteed.....	680,000	6	Jan. & July.	New York.	1878	....	1st Mortgage for \$5,000,000.....	3,500,000	7	Jan. and July.	New York.	1896	....
Tuckerton:							West Jersey:						
1st Mortgage.....	408,000	7	April & Oct.	Philadelphia.	1901	....	1st Mort. assumed.....	400,000	6	March & Sept.	Camden.	1883	....
Union Pacific:							Debenture bonds guar. by C. & A.	1,000,000	3	Jan. and July.	"	1896	....
1st Mortgage gold, tax free.....	27,213,000	6g	Jan. & July.	N. Y. & Bost.	'96-'99	90	1st Mortgage (Salem) guar.....	100,000	3	"	Philadelphia.	1878	....
1st Mort. Land Grant.....	8,578,000	7	Apr. and Oct.	"	1887	88	1st Mort. (Swedesboro) guar.....	200,000	6	"	Camden.	....	....
2d Mortgage (Gov. subsidy).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	90	2d Mort. (Cape May & Millville)	400,000	7	Apr. and Oct.	"	1899	....
3d Mortgage.....	10,000,000	8	March & Sept.	New York.	1894	75	Consolidated Mortgage.....	1,000,000	7	"	"	....	....
Omaha Bridge B'ds, atg \$500,000	2,500,000	8g	Apr. and Oct.	London.	1896	....	West Wisconsin:						
Union Pacific (Central Div.):							1st Mort. land gr., gold skg fund	3,900,000	7c	Jan. and July.	N. Y. or Lond.	1887	....
1st Mortgage gold, tax free.....	1,600,000	6g	May and Nov.	New York.	1895	....	1st Mort. (Southern Extension).	640,000	7c	"	"	1902	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	U.S. Treasury.	'96-'7-8	....	White Water Valley:						
Union Pacific, S. Br. (M. K. & T.):							1st Mortgage.....	1,021,840	8	Feb. and Aug.	Cincinnati.	1890	....
1st Mortgage gold, skg fund.....	3,220,000	6g	Jan. & July.	New York.	1890	....	Wico Mico and Pocomoke:						
Union & Titusville (O. C. & A. Riv.):							1st Mortgage.....	200,000	6	Jan. and July.	New York.	1888	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	Williamston and Tarboro:						
United N. J. R. R. & Canal Cos.:							1st Mortgage.....	350,000	8	May and Nov.	New York.	1900	....
Loan of 1901 (United Compan's)	3,000,000	6	March & Sept.	Philadelphia.	1901	....	Wilmington, Colum. & Augusta:						
Sterling Loan \$369,200 (U. Co's)	1,848,000	5g	"	London.	1894	....	1st Mortgage.....	3,800,000	7	June & Dec.	Baltimore.	1900	64
Sterling Loan \$360,000 (" Co's)	1,800,000	6g	"	"	1894	....	Wilmington and Reading:						
Loan of 1894 Sk. Fund (")	2,000,000	6	Apr. and Oct.	Philadelphia.	1894	....	1st Mortgage.....	1,250,000	7	Apr. and Oct.	Philadelphia.	1900	71 1/2
Loan of 1888 (United Compas)	154,000	6	Feb. and Aug.	"	1888	....	2d Mortgage coupon or regis....	1,560,000	7	Jan. and July.	"	1902	....
Bond to State of N. Jer. (U. Co's)	500,000	7	(Due 90 days after demand.)	Philadelphia.	1875	99 1/2	Wilmington and Weldon:						
Loan of 1875 (Joint Companies)	675,000	6	Apr. and Oct.	London.	1880	....	Sterling Bonds.....	648,700	6c	Jan. and July.	London.	1881	....
Sterling S. F. \$262,000 (C. & A. M.)	1,510,000	6g	Feb. and Aug.	Philadelphia.	1883	....	Sterling Bonds.....	221,400	7c	May and Nov.	"	1886	....
Loan of 1883 (Camden & Anby)	1,700,000	6g	"	Princeton.	1889	94	Sinking Fund gold, Bonds.....	749,000	7c	Jan. and July.	New York.	1896	....
Loan of 1889 (")	660,000	6	June & Dec.	Philadelphia.	1889	99 1/2	Wilmington and Western (Del.):						
Mortg. Loan (")	5,000,000	6	May and Nov.	New York.	1875	....	1st Mortgage.....	600,000	7 1/2	J. A. J. & O.	Phil. & Wilm.	1892	....
Loan of '75 (N. J. R. R. & T. Co.)	300,000	6	Feb. and Aug.	"	1875	....	Winona & St. Peter (C. & N. W.):						
Loan of '78 (")	450,000	6	"	"	1875	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. and July.	New York.	1890	....
Bond to State of N. J. (do.)	100,000	7	Apr. and Oct.	N. Y. (Over Due.)	....	....	2d Mortgage \$12,000 p. m.....	1,145,000	7	May and Nov.	"	1890	....
Utah Central:							Land Grant Mort. gold, skg fund	4,375,000	7c	June & Dec.	"	1916	....
1st Mortgage.....	1,000,000	6	Jan. & July.	Salt Lake City	1890	....	Wisconsin Central:						
Utah Southern:							1st M. L. G. gold S. F. \$25,000pm	2,981,000	7c	Jan. and July.	Boston.	1901	....
1st Mortgage.....	650,000	7	Jan. & July.	Salt Lake City	1891	....	Worcester (Md.):						
Utica and Black River:							1st Mortgage.....	210,000	6	Jan. and July.	Baltimore.	1891	....
1st Mortgage.....	200,000	7	Jan. & July.	N. Y. & Utica.	1891	....	Worcester and Nashua:						
Bonds of 1871 (2d issue).....	575,000	7	"	"	1891	....	Plain Bonds.....	125,000	7	Jan. and July.	Boston.	1881	....
Utica, Ithaca and Elmira:							Plain Bonds.....	75,000	6	"	"	1881	....
1st Mortgage gold, skg fund.....	25,000pm	7c	Jan. & July.	N. Y. & Lond.	1892	....	Plain Bonds.....	150,000	6	May and Nov.	"	1887	....
Vermont Cent.—See Central Vt.							Plain Bonds.....	150,000	7	Apr. and Oct.	"	1893	....
Vermont and Massachusetts:							CANAL BONDS.						
1st Mortgage sinking fund.....	550,000	6	Jan. and July.	Boston.	1883	....	Chesapeake and Delaware:						
Convertible bonds, tax free.....	200,000	7	"	"	1879	....	1st Mortgage sinking fund.....	1,983,750	6	Jan. and July.	Philadelphia.	1886	....
Convertible bonds.....	150,000	7	"	"	1885	....	Chesapeake and Ohio:						
Vicksburg and Meridian:							Sterling Loan guaranteed.....	4,375,000	6c	J. A. J. & O.	London.	1890	....
1st series (red).....	717,500	7	Jan. and July.	Philadelphia.	1890	....	Preferred Bonds (next item)	1,699,500	6	Jan. and July.	Baltimore.	1885	....
General 2d series (blue).....	850,000	7	"	"	1890	....	Delaware Division (L. C. & N.):						
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
4th series (not end.).....	1,141,000	7	Apr. and Oct.	"	1890	....	1st Mort. 1st series, Nov. 1, '67	1,500,000	7	May and Nov.	New York.	1877	....
Special Loan 1871.....	215,000	8	Jan. and July.	"	1880	....	regis. 2d series, July 1, 1869	3,500,000	7	Jan. and July.	"	1894	100 1/2
Vineland:							3d series, Jan. 1, 1871	3,500,000	7	"	"	1891	....
1st Mortgage tax free.....	750,000	7	Apr. and Oct.	New York.	1890	....	Debentures Sterling.....	3,000,000	6c	"	London.	1875	....
Virginia & Tennessee (A. M. & O.):							Debentures.....	850,000	7	Apr. and Oct.	New York.	1878	....
Enlarged Mortgage.....	990,000	6	Jan. and July.	N. Y. & Lynch.	1884	....	Lehigh Coal and Navigation:						
4th Mortgage.....	870,000	8	March & Sept.	"	1900	....	Mortgage Loan of 1877.....	762,779	6	June & Dec.	Philadelphia.	1877	92 1/2
Registered Certificates.....	118,295	8	Jan. and July.	"	1875	....	Convertible Bonds.....	692,100	8	"	"	1882	....
Funded Interest.....	226,500	8	"	"	1880	....	Convertible Loan, gold.....	858,000	6	March & Sept.	"	1894	....
Income Mortgage (fundable).....	23,500	8	"	"	1886	....	1st Mortgage, registered.....	5,566,277	6	J. A. J. & O.	"	1894	99 1/2
Walkill Valley (Erie):							1st Mortgage, reg. (R. R.).....	2,400,000	6	F. M. A. & N.	"	1897	99 1/2
1st Mortgage gold, tax free.....	810,500	7c	Apr. and Oct.	New York.	1901	....	Mortgage (equip.) Loan, gold.....	4,916,500	6c	June & Dec.	"	1911	....
Warren (D. L. & W.):							Consolidated Mortgage.....	199,000	6	"	"	1892	....
1st Mortgage, guaranteed.....	511,400	7	Feb. and Aug.	New York.	1875	....	Greenwood Mortgage Loan.....	796,000	6	Feb. and Aug.	"	1892	....
2d Mortgage, guaranteed.....	750,000	7	May and Nov.	"	1900	....	Greenwood Mortgage Loan.....	140,000	6	Apr. and Oct.	"	1877	....
Warren & Franklin (O. C. & A. R.):							Monongahela Navigation:						
1st Mortgage, assumed.....	1,500,000	7	Apr. and Oct.	Philadelphia.	1882	....	1st Mortgage.....	103,000	6	Jan. and July.	New York.	1887	....
Warwick Valley (Erie):							Morris (and Banking):						
1st Mortgage.....	60,000	7	Apr. and Oct.	New York.	1880	....	1st Mortgage.....	500,000	6	Apr. and Oct.	Philadelphia.	1876	....
Wasatch and Jordan Valley:							2d Mortgage.....	285,000	6	Feb. and Aug.	"	1876	....
1st Mortgage.....	150,000	9c	May and Nov.	New York.	1893	....	Boat Loan, sinking fund.....	236,965	7	Apr. and Oct.	"	1899	....
Washington City, Va. Mid. & Gt. So.:							Preferred Stock Dividend Scrip.	103,164	7	Jan. and July.	"	1887	....
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	79 1/2	Pennsylvania:						
2d Mort. (")	350,000	7	"	"	1891	....	1st Mortgage skg fund guar.....	2,805,000	6	Jan. and July.	Philadelphia.	1910	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	88 1/2	1st Mortgage (Wy. Val. Can.)...	600,000	6	"	"	1878	....
2d Mort. (")	1,200,000	6	Jan. and July.	"	1875	....	Schuylkill Navigation (Ph. & Rdg)						
3d Mort. (")	600,000	8	May and Nov.	"	1873	76	1st Mortgage.....	1,714,390	6	March & Sept.	Philadelphia.	'82-'97	76 1/2
4th Mort. (")	700,000	8	March & Sept.	"	1880	....	2d Mortgage.....	3,990,392	6	Jan. and July.	"	'82-'97	....
Funded Coupons (do.)	722,664	....	"	"	....	....	Plain Bonds.....	47,133	6	"	"	1876	....
1st Mort. (Lynchburg & Danville)	521,000	....	Apr. and Oct.	"	1896	....	Improvement bonds.....	260,000	6	May and Nov.	"	1880	....
Virginia State Loan.....	249,952	7	Jan. and July.	"	'92-'93	....	Boat and Car Loan.....	756,650	6	"	"	1913	....
Washington and Ohio:							Boat and Car Loan.....	621,690	7	"	"	1915	....
1st Mortgage for \$9,000,000.....	47,000	7	May and Nov.	New York.	1898	....	Coupon Bonds.....	1,200,000	6	Jan. and July.	"	1895	78
General Mortgage, tax free.....	123,000	7c	Apr. and Oct.	"	1901	....	Susquehanna and Tide Water:						
Western North Carolina:							2d Mortgage (Maryland Loan)...	1,000,000	6	Jan. and July.	Phila. & Balt.	1885	....
1st Mortgage.....	850,000	8	Jan. and July.	....	1890	....	3d Mortgage (Susqueh. Canal)	1,811,000	6	"	"	1878	....
Western of Alabama:							Pref. Int. B'ds (")	324,810	6	"	"	1894	....
1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....	Union:						
1st Mortgage (M. & W. Point R.R.)	750,000	8	"	"	1881	....	1st Mortgage.....	3,000,000	6	May and Nov.	Philadelphia.	1883	....
2d Mortgage (consols guar.)...	1,168,000	8	"	"	1900	....	West Branch & Susque. (Penn.):						
Income Mortgage.....	802,900	8	Various.	"	Var.	....	1st Mortgage.....	450,000	6	Jan. and July.	Philadelphia.	1878	....
Western Pennsylvania (Penn.):							2d Mortgage.....	298,000	6	"	"	1899	....
1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	....						
1st Mortgage (Pittsburg Branch).	1,000,000	6	Jan. and July.	"	1896	....						

RAILROAD SHARE LIST, including Mileage, Tolling Stock, Debts, Income, Dividends, &c., &c.

the *external* (as recurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that called "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained."

[illegible]

Line	Station	Distance	Time	Speed	Cost	Revenue	Profit	Loss	Notes
1	Chicago	100	1:00	60	100,000	100,000	0	0	
2	Chicago	100	1:00	60	100,000	100,000	0	0	
3	Chicago	100	1:00	60	100,000	100,000	0	0	
4	Chicago	100	1:00	60	100,000	100,000	0	0	
5	Chicago	100	1:00	60	100,000	100,000	0	0	
6	Chicago	100	1:00	60	100,000	100,000	0	0	
7	Chicago	100	1:00	60	100,000	100,000	0	0	
8	Chicago	100	1:00	60	100,000	100,000	0	0	
9	Chicago	100	1:00	60	100,000	100,000	0	0	
10	Chicago	100	1:00	60	100,000	100,000	0	0	
11	Chicago	100	1:00	60	100,000	100,000	0	0	
12	Chicago	100	1:00	60	100,000	100,000	0	0	
13	Chicago	100	1:00	60	100,000	100,000	0	0	
14	Chicago	100	1:00	60	100,000	100,000	0	0	
15	Chicago	100	1:00	60	100,000	100,000	0	0	
16	Chicago	100	1:00	60	100,000	100,000	0	0	
17	Chicago	100	1:00	60	100,000	100,000	0	0	
18	Chicago	100	1:00	60	100,000	100,000	0	0	
19	Chicago	100	1:00	60	100,000	100,000	0	0	
20	Chicago	100	1:00	60	100,000	100,000	0	0	
21	Chicago	100	1:00	60	100,000	100,000	0	0	
22	Chicago	100	1:00	60	100,000	100,000	0	0	
23	Chicago	100	1:00	60	100,000	100,000	0	0	
24	Chicago	100	1:00	60	100,000	100,000	0	0	
25	Chicago	100	1:00	60	100,000	100,000	0	0	
26	Chicago	100	1:00	60	100,000	100,000	0	0	
27	Chicago	100	1:00	60	100,000	100,000	0	0	
28	Chicago	100	1:00	60	100,000	100,000	0	0	
29	Chicago	100	1:00	60	100,000	100,000	0	0	
30	Chicago	100	1:00	60	100,000	100,000	0	0	
31	Chicago	100	1:00	60	100,000	100,000	0	0	
32	Chicago	100	1:00	60	100,000	100,000	0	0	
33	Chicago	100	1:00	60	100,000	100,000	0	0	
34	Chicago	100	1:00	60	100,000	100,000	0	0	
35	Chicago	100	1:00	60	100,000	100,000	0	0	
36	Chicago	100	1:00	60	100,000	100,000	0	0	
37	Chicago	100	1:00	60	100,000	100,000	0	0	
38	Chicago	100	1:00	60	100,000	100,000	0	0	
39	Chicago	100	1:00	60	100,000	100,000	0	0	
40	Chicago	100	1:00	60	100,000	100,000	0	0	
41	Chicago	100	1:00	60	100,000	100,000	0	0	
42	Chicago	100	1:00	60	100,000	100,000	0	0	
43	Chicago	100	1:00	60	100,000	100,000	0	0	
44	Chicago	100	1:00	60	100,000	100,000	0	0	
45	Chicago	100	1:00	60	100,000	100,000	0	0	
46	Chicago	100	1:00	60	100,000	100,000	0	0	
47	Chicago	100	1:00	60	100,000	100,000	0	0	
48	Chicago	100	1:00	60	100,000	100,000	0	0	
49	Chicago	100	1:00	60	100,000	100,000	0	0	
50	Chicago	100	1:00	60	100,000	100,000	0	0	

significance of "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertainable."

[illegible]

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

See inside ()* occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

[illegible]

1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	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PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Div'ds		
		Rate.	Paid.	Market Price.
RAILROAD STOCKS:	\$	p c	p c	p c
Atlantic and Great Western, pref.....	10,000,000	7	7	...
Atlantic, Mississippi and Ohio, pref.....	806,000	7	7	...
" " guar.....	276,200	7	7	...
Atlantic and Pacific, preferred.....	10,000,000	7	7	14
Atlantic and St. Lawrence,* guar.....	3,994,900	4	4	...
Baltimore and Ohio,* preferred.....	3,562,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	...
Blossburg and Corning,* guaranteed.....	260,000	5	5	...
Boston, Concord and Montreal, pref.....	800,000	6	6	84½
Buffalo, New York and Erie,* guar.....	950,000	7	7	...
Catawissa,* pref. and guar.....	1,169,500	7	7	84
Camden and Amboy,* guaranteed.....	5,847,800	10	10	128½
Camden and Atlantic, preferred.....	763,549	7	7	87
Cayuga and Susquehanna,* guar.....	589,110	9	9	...
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	...
Central of New Jersey,* guar.....	20,060,000	10	10	107½
Central Ohio,* preferred.....	411,550	6	6	88
Chemung,* guaranteed.....	380,000	6	6	...
Ochsberg,* preferred.....	2,163,200	7	5	72½
Chicago and Alton,* preferred.....	2,425,400	...	10	105
Chicago, Iowa & Nebraska,* guar.....	3,916,300	...	8	89½
Chicago and North-Western, pref.....	21,484,113	7	7	54½
Cinc., Band. and Cleveland, pref.....	429,000	6	6	25
Cleveland and Mahoning,* guar.....	2,059,200	7	7	...
Cleveland and Pittsburgh,* guar.....	11,230,150	7	7	87½
Cumberland Valley, 1st preferred.....	241,900	8	8	...
" " 2d preferred.....	243,000	8	8	...
Dayton and Michigan, pref. & guar.....	922,400	8	8	...
Delaware,* guaranteed.....	1,315,390	6	6	...
Detroit and Milwaukee pref. & guar.....	2,517,140	6	6	...
Dubuque and Sioux City,* guar.....	5,000,000	...	3	60
Dubuque South-Western, pref.....	490,315	8	8	...
Eastern (N. H.) *† guaranteed.....	492,500	...	6	50
Elmira, Jeff. and Canad.* guar.....	500,000	5	6	...
Elmira & Williamst'g, pref.&* guar.....	500,000	7	7	76
" " com.&* guar.....	500,000	5	5	...
Erie Railway, preferred.....	8,538,910	7	7	56
Erie and Pittsburgh,* guar.....	2,000,000	7	7	...
Evansville and Crawfordsville, pref.....	100,000	...	7	33½
Hannibal and St. Joseph, pref.....	2,167,700	7	7	39
Harrisburg and Lancaster,* guar.....	1,182,560	7	7	97½
Housatonic, preferred.....	1,180,000	8	8	98
Huntington & Broad Top Min. pref.....	190,750	7	7	25½
Jeff. Mad. & Indianapolis,* guar.....	2,000,000	7	7	...
Joliet and Chicago,* guar.....	1,500,000	7	7	96
Joliet and Northern Indiana,* guar.....	300,000	8	8	...
Little Miami, Col. and Xenia,* guar.....	6,394,450	8	8	...
Louisv., Cincinnati and Lex. pref.....	851,000	9	9	...
Marietta and Cincinnati, 1st pref.....	8,101,620	6	6	14½
" " 2d pref.....	4,436,250	6	6	9½
Mich. Southern, (Lake Shore) guar.....	533,500	10	10	...
Mill Creek,* guaranteed.....	328,375	10	10	...
Milwaukee and St. Paul, preferred.....	12,274,483	7	7	54½
Mine Hill,* guaranteed.....	3,856,430	8	8	104
Montclair,* guaranteed.....	2,000,000	7	7	...
Morris and Essex,* guar.....	15,000,000	7	7	58½
Nesquehoning Valley,* guar.....	2,000,000	10	10	110
Newark and New York,* guar.....	1,000,000	7	7	...
Newcastle and Beaver Valley,* guar.....	605,000	10	10	...
New Jersey,* guaranteed.....	7,295,200	10	10	129
New London Northern,* guar.....	971,400	10	10	105
New York & Harlem,* pref. & guar.....	1,500,000	8	8	127
" " com.&* guar.....	8,500,000	8	8	130
Niagara Br. & Canandagua,* guar.....	1,000,000	6	6	...
Northern Eastern (S. C.), preferred.....	105,000	8	8	...
Northern New Jersey,* guar.....	1,000,000	8	8	...
Norwich and Worcester,* guar.....	2,823,400	10	10	119
Ogdensburg & Lake Champl.,* guar.....	3,027,400	7	7	44½
" " pl.&* guar.....	2,000,000	8	8	85
Ohio and Mississippi, preferred.....	4,030,000	7	7	53
Oswego and Syracuse,* guar.....	1,144,400	9	9	...
Panama, guaranteed.....	7,000,000	12	12	116½
Petersburg and Hudson,* guar.....	630,000	...	8	...
Pemberton and Hightstown,* guar.....	342,000	6	6	...
Peoria and Bureau Valley,* guar.....	1,200,000	8	8	...
Philadelphia and Erie, preferred.....	2,400,000	...	...	...
Phila. German'n & Norrist'n,* guar.....	2,231,900	12	12	181
Philadelphia and Reading,* pref.....	1,551,887	10	10	110½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 7¢ per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, 5¢; Scrap Wrought, 5¢ per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch-Coltsness.....per ton 41	—	@	42	—	
Gartsherrie.....	—	@	—	—	
Summerlee.....	—	@	—	—	
Carnbroe.....	—	@	—	—	
Langloan.....	—	@	—	—	
Glenarnock.....	39	@	40	—	
Eglington.....	37	@	—	—	
Pig, American, No. 1.....	27	@	28	—	
Pig, American, No. 2.....	25	@	26	—	
Pig, American, Forge.....	22	@	21	—	
Bar, Refined, English and American.....	—	@	—	—	
Bar, Swedes, assorted sizes.....(gold.) 115	—	@	120	—	
STORE PRICES.					
Bar, Swedes, ordinary sizes	140	@	145	—	
Bar, Swedes, Plow sizes.....	155	@	160	—	
Bar, Refined, $\frac{1}{2}$ to 2 in. rd. & sq. 1 to 6	—	@	—	—	
Inch x $\frac{1}{2}$ to 1 in.....	67	50	@	70	—
Bar Refined, $\frac{1}{2}$ to 6 by $\frac{1}{2}$ & 5-16 in.....	72	50	@	75	—
Bar Refined, 1 $\frac{1}{2}$ by $\frac{1}{2}$ & 5-16.....	72	50	@	75	—
Large Rounds, 2($\frac{1}{2}$ to 3($\frac{1}{2}$ @ 4 in.....	75	—	@	100	—
Screws.....	90	—	@	100	—
Ovals.....	90	—	@	100	—
Band, 1 $\frac{1}{2}$ Half-round.....	85	—	@	87 50	—
Horse Shoe.....	100	—	@	105	—
Rods, $\frac{1}{2}$ to 1-1/2 inch.....	70	—	@	127 50	—
Hoop, $\frac{1}{2}$ by No. 22 to 1 & 1 $\frac{1}{2}$ by 13 & 14.....	97	60	@	155	—
Nail Rod.....	—	@	—	—	—
Sheet Rustless, as above & T. Com.....(gold)	15	@	15	—	8 $\frac{1}{2}$
Sheet, Single, D. and T. Com.....	41	@	—	—	5 $\frac{1}{2}$
Sheet, Double & Treble, Charcoal.....	5	@	5	—	5 $\frac{1}{2}$
Sheet Galvanized 1st and 2d quality, List 20 @ 35 p. et. disc.	—	@	—	—	—
Rails, English.....(gold.).....per ton 50	—	@	—	—	—
Rails, American, at Works in Penna. c'y 55	—	@	55	—	—
STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 34 cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)					
English, Cast, (2d and 1st quality).....per lb.	17	@	—	20	—
English Spring (2d and 1st quality).....	8	@	—	9	—
English Blister (2d and 1st quality).....	12	@	—	17	—
English Machinery.....	121	@	—	—	—
English German (2d and 1st quality).....	124	@	—	—	—
American Blister.....	—	@	—	9	—
American, Cast, Tool.....	—	@	—	16	—
American, Cast Spring.....	—	@	—	10	—
American Machinery.....	—	@	—	11	—
American German Spring.....	—	@	—	—	—
NAILS—DUTY: Cut, 1 $\frac{1}{2}$; Wrought, 2 $\frac{1}{2}$. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.					
10d. to 60d. Com. Fence & Sheath per keg.	3	80	@	3 75	—
8d. and 9d.	—	@	4	—	—
6d. and 7d.	—	@	4	25	—
4d. and 5d.	—	@	4	50	—
3d. and 4d. Light.....	—	@	5	25	—
3d. Fine.....	—	@	6	—	—
2d.....	—	@	6	75	—
Cut Spikes, all sizes.....	—	@	4	—	—
TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.					
Bianca.....(gold) per lb.	—	@	—	25	—
Straits.....(gold).....	—	@	—	21 $\frac{1}{2}$	—
English, I. & F.....(gold).....	—	@	—	21	—
English, Refined.....(gold).....	—	@	—	21 $\frac{1}{2}$	—
Plates—Fair to good brands. Gold.					
I. C. Charcoal.....per box.	9	50	@	9 75	—
I. C. Coke.....	7	37 $\frac{1}{2}$	@	7 75	—
Coke Terne.....	6	75	@	7	—
Charcoal Terne.....	8	25	@	8 75	—
PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.					
Crude 40 @ 48 gravity (in bulk).....	—	51	@	—	5
Crude 40 @ 47 gravity (in shipping order).....	—	7	37 $\frac{1}{2}$	@	—
Refined, Standard White (in ship's order).....	11	@	—	11 $\frac{1}{2}$	—
Refined, S. W. (in jobbing lots).....	11	@	—	11 $\frac{1}{2}$	—
Refined, S. W. (in tin).....	11	@	—	11 $\frac{1}{2}$	—
Naphtha, Refined (65 @ 73 gravity).....	—	94	@	10 $\frac{1}{2}$	—
Residium.....(in shipping order) per gall.	7	@	—	7 $\frac{1}{2}$	—
COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.					
Copper, New Sheathing, (over 12 oz.) per lb.....	—	@	—	23	—
Copper, Bolts.....	—	@	—	30	—
Copper, Braziers' (over 16 oz.).....	—	@	—	30	—
Copper, Nails.....	—	37	@	38	—
Copper, Old Sheathing, &c., mixed lots.....	—	@	—	23	—
Copper, American Ingot Lake.....	224	@	—	22 $\frac{1}{2}$	—
Copper, English Pig.....	—	@	—	—	—
Yellow Metal, New Sheathing & Bronze.....	—	@	—	22	—
Yellow Metal, Bolts.....	—	@	—	28	—
Yellow Metal, Nails, Sheathing & Slating.....	—	@	—	22	—
LEAD—DUTY: Pig, \$2 per 100 lb.; old Lead, 1 $\frac{1}{2}$ cents per lb.; Pipe and Sheet, 2 $\frac{1}{2}$ cents per lb.—all less 10 p. et.					
Spanish Ordinary.....(gold) per 100 lb.	—	@	—	6 75	—
German Ordinary.....(gold).....	—	@	—	6 75	—
English.....(gold).....	—	@	—	6 75	—
Foreign Refined.....(gold) 6 87 $\frac{1}{2}$	@	7	—	—	—
Domestic.....(gold).....	—	@	—	6 35	—
COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 50 lb. to the bushel; Anthracite, FREE; or other, 40 cents per 28 bushels of 80 lb. to the bushel.					
Liverpool Gas Cannel.....	70	@	12	—	18
Liverpool House Cannel.....	37	@	—	—	18
Anthracite (by cargo).....per ton of 1,000 lb.	5	@	—	6 50	—

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 11.

	Th.5.	F.6.	Sat.7.	M.9.	To.10.	W.11.
Atlantic & Pacific pref.	12½	13½	14	14	14	.....
Boston, Har. & Erie						
Central Pacific 6s.	93	93½	93½	94½	95½	95½
Central of N. Jersey	106½	106½	106½	106½	106½	107½
.. 1st mort.	107½	106½	106½	107½	107½	107½
Chesapeake & Ohio 1 m.				50½	50½	50½
Chicago & Alton	98½	100	100	100	100	101½
.. pref.						
.. 1 M.						
.. S. F.						
.. Inc. bds.				100½		
Chicago, Burl. & Q.	101	101	101	103	104	
.. 8s, 1883	112					
Chic. & Northwestern	38½	38½	38½	39½	39½	39½
.. pref.	53½	53½	54	54½	55	54½
.. 1st M.	94½	94½	95	94½	95	
.. S. F.				102		
.. Consol.	81	82½	81	81½	85	
.. gold. 81		82½	81	81½	81½	83
Chic., Rock Isl. & Pac.	98½	98	98½	99	98½	98½
.. 7s, 1896			107		107	
Clev., Col. & Ind.				64	65	65½
Clev. & Pittsburg guar.	87½	87½	87½	88½		87½
.. 2 M.					50½	
.. 3 M.					98	
.. 4 M.						
Clev. and Toledo						
.. S. F. 7s.			95	10	10½	10½
Col., Chi. & Ind. C.	9½	9½	95	10	10½	10½
.. 1 M.			68	68	68	68
.. 2 M.						
Del. & Hudson Canal	116½	116½	116½			116½
Del. Lack. & Western	109½	109½	109½	109½	109½	109½
.. 1 M. 7s.						
.. 2 M. 7s.						
Erie Railway	28½	28½	28½	28½	29½	28½
.. pref.						
.. 1 M. 7s, 1890	101½	102½				
.. 2 M. 7s, 1879						
.. 3 M. 7s, 1883	99	100	99			100
.. 4 M. 7s, 1880	96½	97	96½			97
.. 5 M. 7s, 1888	96½	97	97½	98		
.. 7s, con. gold.						
Great Western 2d mort.						
Kanmbal & St. Joseph	25½	26	26½	26	26½	26½
.. pref.	31		73	32½	33½	
.. 8s, conv. 7s½	79½		81½	82	83	
Hudson River			108			
.. 2 M. S. F.						
.. 3 M. 7s, 1875						
Illinois Central			94	97	99	99½
.. 7s				109		
Lake Shore & Mich. S. W. h.	80½	81½	81½	81½	81½	81½
.. Consol. 7s.	99½	99½				
.. reg.	99½	99½				
.. 2d consol.	94		94			
Marietta & Cin. 1st pref.		16				
Michigan Central	74½	74	74	76½	77½	77½
.. S. F. 8s, 1882	109½					
.. 7s, 1902	99½					
M. S. and N. I. 1 M. S. F. 103				102½	102½	
.. 2 M.	99½	99½				
.. S. F. 8s, 1883	109½					
.. 7s, 1902	99½					
Milw. and St. Paul	33½	33½	34½	35	34½	34½
.. pref.	51½	53½	54	52½	54½	
.. 2d mort.						
.. 8s.						107
.. 7 3-10s con.					91½	
.. 7s, gold.						
Morris and Essex	98½	98½	98½	98½	98½	98½
.. 1st mort.		105½	105½			
.. 2d mort.						
N. Y. Cen. & Hud. Riv. 102½	102½	102½	102½	102½	102½	102½
.. 6s, S. F. 1876. 102½						
.. 6s, S. F. 1883	96½			97	97	
.. 6s, S. F. 1887	99½					
.. 1st mort.		111	110½	110½		
.. reg. 110½		111				
N. York and Harlem	130	130		130	130	
.. pref.						
.. 1st Mort.	108					
.. reg.						
N. York, N. Hav. & Hart.	125	125	30½	30½	30½	31
Ohio and Miss.	29	29½	30½	30½	30½	
.. pref.						
.. 2d M.				78	79	79
.. Consol. 7s.	93	93	93½			
.. S. F.			94½		94½	
Pacific Mail S. S. Co.	45½	44½	46½	45½	44½	44½
Panama	114½		115	116		115½
Pitts., Ft. W. & Chi. gtd. 92½					93½	
.. 1 M.					109½	
.. 2 M.	104	104½	104½		104½	
.. 3 M.					104½	
Quicksilver Mining Co.			30		31	32½
St. L., Alton & T. H.						
.. pref.						
.. 1 M.						
.. 2 M. pref.			89			89
.. Income bds			73		73½	73½
Tol., Wab. & Western. 30½	30½	30½	30½	32½	31½	31½
.. pref.			35			38
.. 1 M.				87½		
.. 2 M.				69½	69½	69½
.. Equipment						
.. St. Lou. Div.						73
Union Pacific	33½	35½	36½	36½	36	36½
.. 1st mort.	89½	89½	89½	89½	90½	90
.. L. Gt. 7s.	86½	86½	87	88		
.. S. F. 8s.	74½	75½	75½	75½	75½	75½
Western Union Tel.	80	79½	79½	79½	79½	79½

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 11.

Th.5. F 6. Sat.7. M 9. Tu.10. W.11.

Boston and Albany	186	135½	130½	139½	130½
Boston and Lowell	91	90½		90	90
Boston and Maine	111½	111½	111	110½	
Boston and Providence	160			145½	145
Boston, Hartford & Erie	78	22½	22½	22½	23
Cheshire, pref.					
Chi., Burl. and Quincy	101½		101½	102	103½
Concord	74				
Connecticut River					
Eastern	54	59		53½	54½
Fitchburg				123½	123
Manchester & Law'rence					
Michigan Central	76	74½	74½	75½	77
Northern, N. H.	103½			103½	
Ogdens, & Lake Champ.			44		44
pref.					
Old Colony	105½			105½	105½
Ph., Wil. & Baltimore	54½	54½		55	54½
Port'd, Sac. & Ports.				111½	

3..... 87} 87

Land Grant 7s.....	....	....	....	....
Income 30c.....			904	

73	73	73	904		
73	73	73			

Vermont and Canada.....	89					
Vermont and Mass.....	83	82½			82½	82
South Boston (Horse)....						
Cambridge ..	100¼					100
Metropolitan ..	43¾			43½		
Middlesex ..						
Central Mining Co.....						
Calumet and Hecla.....	132½	134	134			135
Copper Falls ..						10
Franklin ..						
Quincy ..	38	38½	38½	38½	40	42

London Stock Exchange.

	—Closing Prices.—	
	Oct. 30.	Oct. 23.
Atlantic & Gt. W. 1st mort., \$1,000..	48 — 50	49 — 51
Do. 2d mort., \$1,000.....	26 — 27	26 — 28
Do. 3d mort., \$1,000.....	12 — 13	12½ — 13
Co. Con. mort. B'nds Bisch's Cert.	13 — 15	13 — 15
Co. Leas. Lines, Rental Bonds.....	65 — 70	65 — 70
" " " " " " " "	1873 49 — 45	45 — 50
Do. S p. c. Scrip, West. Exten.....		
Detroit & Milwaukee 1st Mort.Bonds.	60 — 65	60 — 65
Do. " " do. " "	65 — 60	55 — 60
Erie shares 100 dol. all paid.....	26½ — 28½	27 — 27½
Do. Convertible Gov Bonds ..	61 — 63	62 — 64
Do. 6 per cent Convertible Bonds.....	93 — 95	93 — 95
Cons. Mort. amount autho. to be issued for conv. of existing bonds.	87 — 89	88 — 90
Illinois Central \$100 shares all paid.....	84 — 86	85 — 87
Do. Redemption mort. bonds 6 p.c.	99 — 101	97 — 101
Illinois & St. Louis Bridge 1st mort.	99 — 101	99 — 101
Marietta and Cincinnati Rail. Bonds.	96 — 99	96 — 99
Michigan Central 8s 1892, conv.....	— —	— —
New York Central, 100 dola. shares.	94 — 95	94 — 98
Panama General mort.....	97 — 99	95 — 95
Pennsylvania, General mort.....	99 — 100	99 — 100
Do. \$50 shares.....	50½ — 51½	50½ — 51
Philadelphia and Erie 1st mort.....	94 — 96	94 — 96

American Railroad Journal

Saturday, November 14, 1874.

Stock Exchange and Money Market.

There has been more inquiry for accommodation in the loan and discount line, and the Money market has been ruling somewhat firmer. The increased demand for aid grows out of the more general show of activity in financial and commercial circles, and the more confident temper of operators, who manifest more willingness to make new ventures in stocks, bonds, produce and merchandise. Call loans have been quoted at from 2@4 per cent, and very choice to prime discounts at from 5@8 per cent per annum. Within this range, there has been a livelier movement of money reported, since our last, than has been usual of late, much to the satisfaction of lenders. The City banks, last week reduced their reserve of legal tender notes to \$169,800, and enlarged their deposit item \$901,200, while augmenting their specie average \$553,700. They also report an increase of \$1,108,000 in the loans and discounts, and of \$25,400 in their circulation. The U. S. Sub Treasury in this city closed the week with a currency balance of \$55,067,167, against \$56,377,344, the preceding week.

- enlarged scale and the market has been general;
; it is quite buoyant, though the later transactions

The Stock Exchange dealings have been on an enlarged scale and the market has been generally quite buoyant, though the later transactions

indicated some irregularity as to values. A good investment demand has been noted for State and Railway bonds, at generally improved prices. Railway and miscellaneous share property has been more active, and quoted firmer, though, at the close, somewhat unsettled.

General business has shown rather more animation. The Breadstuff trade has been brisker, but prices have been quoted weaker and irregular. Provisions have been more freely dealt in; Lard has advanced sharply, on extensive speculative purchases. Cotton has been more active, chiefly for forward delivery, but, under accumulating supplies, has been depressed in value. Naval Stores, Petroleum, Oils, Hides, and Tobacco have attracted less attention. Seeds, Wool and Fruit, in fair demand. Groceries dull and lower. Foreign merchandise in less demand at about former figures in most instances. Metals have been quite moderately dealt in, as a rule. Scotch Pig Iron, steady, but quiet. 600 tons, of recent receipt had been disposed of, previous to arrival. American Pig Iron, offered freely and quoted lower and irregular, yet not active; 1000 tons Crane at the works, sold at equal to \$25 75 per ton. Eglinton Pig Iron quoted from yard at \$37; Glengarnock, \$39@40; No. 1 American Pig at \$25 50@28 00; No. 2 do. at \$25@26 50; Forge, \$23@25; English Rails at \$48@50, gold; American Rails at works, \$55@60; Old Rails, \$31@34. Wrought Scrap, \$30@32. Ocean freights have been more active, closing more firmly.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New Jersey R. R., 129; Pacific R. R. of Mo., 39½; do. 1st mort., 81; do. 2d mort., 70; St. Louis, and Iron Mt. R. R., 22; do. 1st mort., 85½; do. 2d mort., 60; Albany and Susquehanna R. R., 96½; do. 1st mort., 107; do. 2d mort., 101¼; do. 3d mort., 98; Galena and Chicago 1st mort., 103½; Morris and Essex 7s, con., 95; do. 7s, 1871, 98; Western Pacific bonds, 86; Toledo, Peoria and Warsaw 1st mort. E. D., 80; do. W. D., 71; do. 7s, consol., 50. Central of New Jersey 7s, conv., 102; St. Louis, Jacksonville and Chicago 1st mort., 97; Mil. and St. Paul 1st mort. I. and D. div., 72½; do. I. and M. div., 74; Clev., Col., Cin. and Ind. 1st mort., 103; Canada Southern 1st mort., with int. cert., 58½; Long Island R. R. 1st mort., 89; Gt. Western 1st mort., 1888, 86½; Del. and Hudson Canal reg. 7s, 1884, 106½; Detroit, Monroe and Toledo 1st mort., 99¼; Pacific R. R. 7s, guar. by Mo., 100½; Buffalo and Erie 7s, new, 98; N. Y. and New Haven 6s, 100¾; Louisville and Nashville 7s, 1898, consol., 84; Canton Co., 58¾; Quick-silver Mining pref., 37½; Maraposa Min., 5½; At. and Pacific Tel., 19¾; Adams Exp., 117; Well-Fargo Exp., 79¾; Am. Exp., 64; U. S. Exp., 64; Am. Dock and Imp. 7s, 98½; Consol. Coal, 46; Alabama 6s, 1866, 36; do. 1883, 37½; North Carolina 6s, old, Jan. and July, 30½; do. April and Oct., 30; do. 6s, special tax, 3d class, 7¾; Georgia 7s, new, 90½; do. 7s, end., 83; Virginia 6s, old, 87; do. consol., 55½; do. def. cer., 12; Tennessee 6s, old, ex-coupon, 57; do. new, ex-coupon, 55½; Missouri 6s, 1876, 99; do. 6s, l. bonds, 95½; do. H. and St. J. issue, 1886, 93½; South Carolina 6s, new, non f., 7; N. Y. State B. L., coupon, 108½; Arkansas 7s, issued to L. R.,

P. B. and N. O. R. R., 10; Brooklyn 6s, W. L., 96½.

Philadelphia.—Philadelphia and Reading Coal and Iron mort. 7s, 85; Pittsburgh, Cincinnati and St. Louis 7s, 74; Allegheny Valley 7s, 82; do. 7 3-10s, 90; Philadelphia and Reading 6s, 1843-80, 101½; do. 7s, 1893, 103; do. 7s, new, conv., 104½; Belvidere Delaware 2d mort., 87; Lehigh Coal and Nav. 6s, 1877, 92¾; Wilmington and Reading 1st mort., 71½; Nesquehoning Valley R. R., 55; East Pennsylvania 7s, 102; Schuylkill Nav. div. scrip., 90; do. 6s, 1895, 76; Catawissa new, pref., 32½; Pennsylvania div. scrip., 105; Delaware Division Canal, 51½; Huntingdon and Broad Top Mt. R. R., pref., 12¾; do. 1st mort., 102; do. 2d mort., 97½; Camden and Atlantic R. R. pref., 43½; Ridge Avenue R. R., 46; Fifth and Sixth Streets R. R., 57; Pennsylvania State coupon 5s, 102; New Jersey State 6s, exempt, 105½. The latest quotations are: City 6s, 102@102; do. free of tax, 104½@105; Pennsylvania State 6s, 2d series, 108@108¼; do. 3d series, 110½@111; Philadelphia and Reading, 54¾@54¾; do. Gen'l mort. 7s, coup., 105½@—; do. reg., 106¼@106½; do. mort. 6s, 1880, 101½@101¾; do. new, conv., 104¼@104½; do. 7s, 1893, 103@103¼; United New Jersey R. R. and Canal Co., 128¾@128¾; Camden and Amboy mort 6s, 1889, 99½@99¾; Pennsylvania R. R., 52¼@52¾; do. div. scrip., 104½@105; do. 1st mort., 103½@103¾; do. 2d mort., 99½@100; do. general mort. coupon 92¾@93; do. reg., 93@93¼; Little Schuylkill R. R., 47@47¾; Morris Canal, 49@51; do. pref., 122@125; do. 6s, 98@100; Susquehanna Canal, 6@10; do. 6s, 73@75; Schuylkill Nav., 6¼@6¾; do. pref., 12½@13; do. 6s, 1882, 76½@77; do. 1872, 90@91; Elmira and Williamsport pref., 35@38; do. 7s, 1873, 98@100; do. 5s, 58@63; Lehigh Coal and Navigation, 48¾@48¾; do. 6s, 1884, 97½@98; do. R. R. Loan, 96½@97½; do. Gold Loan, 99¾@99¾; North Pennsylvania, 50@52; do. 6s, 102@103; do. 7s, 102@102½; do. Chattle 10s, 104@105; Philadelphia and Erie, 16¾@16¾; do. 6s, 88@93; do. 7s, 83½@84; Minehill, 52@52½; Catawissa, 11@14½; do. pref., 41@41½; do. new pref., 32¼@32¾; do. 7s, 1900, 101¼@101¾; Lehigh Valley, 60¾@61; do. 6s, new coupon, 101¼@101¾; do. reg., 102@102½; do. 7s, 104½@105; Fifth and Sixth streets (horse) 56½@57; Second and Third, 65@66; Thirteenth and Fifteenth, 24@24½; Spruce and Pine, 30@32; Green and Coates, 49@50½; Chestnut and Walnut, 72@73½; Hestonville, 19@19¼; Germantown 36@45.

Boston.—Burlington and Missouri River R. R. in Iowa, 100¼; Rutland scrip., old issue, 68; dc. scrip., No. 6, 35; do. 1st mort. 8s, 1902, 70½; Norwich and Worcester R. R., 119½; Summit Branch, 34½; do. 7s, 1904, 82¾; Connecticut and Passumpsic Rivers R. R., pref., 72¾; New Bedford R. R., 104¼; Nashua and Lowell R. R., 115¼; do. 6s, 1893, gold, 101¼; Boston and Albany R. R. 7s, 105½; Burlington and Missouri River R. R. 8s, in Nebraska, old, 95½; Chicago, Burlington and Quincy 7s, 97; Ottawa, Oswego and Fox River 8s, 99; Vermont Central 1st mort., 20; Atchison, Topeka and Santa Fe 1st mort., 56½; do. 7s, consol., 25; Michigan Central (Air Line) 8s, 102; Eastern R. R. 7s, 1883, 92; do. 1887, 94; Cheshire R. R. 6s, 1880, 93¼; Maine

Central 7s, 1898, 91; Mansfield and Framingham 7s, 88; Boston Water Power Co., 10½; Pullman Palace Car, ex div., 95; Cary Imp., 5; Brookline Land, 4; Waverly Land, 2½; Maine 6s, 102; New Hampshire 6s, 1889@1902, 101¼; Massachusetts 6s, 1876, gold, 109½; Boston 6s, 1894, 101; do. 5s, 1883, gold, 98½; Chicago 7s, 99¼; Cook Co., Ill., 7s, 99; Somerville 6½s, 100; Toledo 8s, 1889, 102; Cincinnati 6s, 1890, 93; do. 7s, 1904, 101½; Bangor 6s, 1894, 95¾; Lowell 6s, 1890, 97½; Newport, Ky., 7 3-10s, 85; St. Louis 6s, 1887, 99½; Nashua 6s, 1892, 95¼; Allouez Mining Co., 6½; National, 50c; Petherick, 1; Pe-wabic, 6.

Baltimore.—Maryland Defense 6s, 107¼; Virginia consols, ex-coupon, 52¼; Virginia consols, coupons, 88½; Virginia Peelers, 39; Orange and Alexandria 1st mort. 7s, 88¾; do. 3d mort. 8s, 76; do. 4th mort. 8s, 69½; Orange, Alex. and Manassas 7s, 79½; Wilmington, Col. and Augusta 7s, 64; Marietta and Cincinnati 1st pref., 14½; Santa Clara bonds, 28. The latest quotations are: Richmond and Danville 1st mort., 67½@70; Pittsburgh and Connellsville 7s, 1898, 81@82½; Baltimore and Ohio, 169@172; do. 6s, 1875, 101½@102; do. 1880, 102@102¼; do., 1885, 100½@100¾; Washington Branch, —@175; Northern Central, 81½@82; do. 6s, 1885, 94½@95; do. 6s, 1877, 95@100; do. 1900, 86½@87; do. 6s, 1900 gold, 92¼@92½; N. W. Va. 3d mort., 1885, 95@—; Marietta and Cincinnati 1st pref., 16@17½; do. 2d pref., 8@9; do. 1st mort. 7s, 1892, 103¼@103½; do. 2d mort., 7s, 91¼@91¾; do. 3d mort. 8s, 78½@79; Central Ohio, 42½@45; do. pref., 44@44; do. 1st mort., 92½@94; Western Maryland, 1st mort. 6s, 1890, 80@89; do. 1st mort. guar., 98@99; do. 2d mort. guar., 98@100; do. 3d mort., guar., 98@99; do. 2d mort. pref., 60@70; do. 2d mort. guar. by Washington Co., 91@92; Virginia and Tennessee 2d mort. 6s, 65@78; do. 3d mort. 8s, 75@76; Orange and Alexandria 1st mort. 6s, 90@91; do. 2d mort. 6s, 81@85; do. 3d mort. 8s, 75@76; do. 4th mort. 8s, 69@70; Orange, Alex. and Manassas 7s, 79½@79¾; Baltimore 6s, 1875, 100@100¼; do. 1884, 100½@101; do. 1886, 101½@102¼; do. 1890, 101¼@101½; do. 1900, 100½@101; do. 1902, 101¾@102; do. 6s, exempt, 104@105; do. 5s, 80@85; Memphis City 6s, 38@42; Maryland Defense 6s, 1883, 107½@108; do. 6s, 1890, 101@101; do. 6s, exempt, 107½@108; do. 5s, 80@88; Virginia coupon 6s, old, 34@42; do. new, 34@43; do. consol. 6s, 53@54; do. coupons, 89@89½; West Virginia, 9¾@10¼; City Passenger R. R., 23@24¼; George's Creek Coal, 149@150; Atlantic Coal, 2.10@2.30; Santa Clara, 9.00@15.00; do. bonds, 29@31¼; Canton Co., 50@70.

The Philadelphia Ledger reports the total anthracite coal tonnage for the week ending October 31, at 529,248 tons, and for the coal year 15,926,208 tons, against 16,988,574 tons to corresponding time last year, being a decrease of 1,042,366 tons. The bituminous tonnage for the week is 70,453 tons, and for the year 2,808,839 tons, against 2,798,019 tons to same time last year, giving a total of all kinds for the week of 599,701 tons, and for the year of 18,735,047 tons, against 19,766,593 tons to the same time last year, being a decrease of 1,031,546 tons.

Trans-Allegheny Canal.

The project, which is of the greatest importance to Pittsburgh, will come before Congress at the coming session, and a brief statement as to what has been done and what is expected in the future will, no doubt, be interesting at this time. In the winter of 1872 an appropriation of \$5,000 was obtained, principally through the efforts of Pennsylvania Congressmen, for the purpose of making a preliminary survey. In the winter of 1873 the Youghiogheny interest, with other routes, obtained \$200,000 to make surveys of a water route from the Ohio to the seaboard. Gen. Sedgwick is at the head of the work, and is now on the Youghiogheny route, with three corps of engineers. He will be able to complete his surveys by the time Congress opens, and can give estimates and profiles of the whole route from the mouth of the Youghiogheny river to Cumberland.

The general plan is to slackwater the river from its junction with the Monongahela to Connellsville. From thence, by a seventy foot canal, to cross the mountain with a tunnel, to be only two miles long. This is, of course much cheaper than the nine-mile tunnel, which would have to be built by the Kanawha route. As we announced a few days ago a pass has been discovered, which, if adopted for the canal route, would make a tunnel unnecessary. Baker's Pass, at Big Savage Mountain, is not more than 1,800 feet above the sea level. We are not yet advised whether Gen. Sedgwick has had an engineering party to reconnoitre the locality, but hope that it may be done in time to be incorporated into the report.

In regard to the water supply, some parties contend that it was sufficient. We have Gen. Sedgwick's authority for saying that the supply will be such that he can build reservoirs which will hold three times as much water as will be necessary, and the rain-fall is ten times as great as would be required to keep the canal filled, so there can be no question as regards the water supply.

There is as yet a lamentable lack of statistics concerning the amount of business which may be reasonably expected to fall into the Trans-Allegheny canal. But it is quite certain that, being connected with the great Mississippi valley navigation and its over 30,000 miles of shore-line alone, the trade of the canal from this source would be very large indeed. Another important matter in which Pittsburgh and vicinity is deeply interested is the shipment of coal. Gas coal alone is an important item, much more important than appears at first sight. Westmoreland county ships now annually 1,500,000 tons, and this branch of the coal trade is steadily increasing. What the people of the Eastern States would gain by having this commodity brought cheaper to their towns we can safely leave to the Yankees to figure up.

The tonnage of ore, limestone, heavy manufactures, &c., East and West, would easily amount to several millions per year; in fact, a well informed merchant of this city said yesterday that it was difficult to estimate the business of the canal. He is by no means a visionary gentleman, but his estimates are so detailed, and appear so unanswerable withal, that it left no doubt in our mind that the canal, if built, would do a great deal of good. —Pittsburgh Chronicle.

Narrow Gauge Railroads.

Narrow gauge railroads have been built in most of the States and Territories of the Union, but as a rule for short distances only. The number of miles built is 1677, and the number of miles of projected road 5461. The cost of building these roads and of running them afterwards is much less than for the standard gauge roads, and it is claimed that they are as safe and durable as roads of wider gauge. In Pennsylvania there are upwards of 125 miles of narrow gauge roads already built, but no road is of greater length than 25 miles. The Denver and Rio Grande Railway in

Colorado is, we believe, the longest "narrow gauge" railway in actual operation. It skirts the foot hills of the Rocky Mountains for about a hundred and fifty miles.

Oil Creek and Allegheny River Railroad.

The financial condition of this company on the 13th of July, 1874, (the date when the Receiver took possession,) was as follows:

ASSETS.	
Construction and equipment.....	\$9,609,837 91
Contingent fund.....	50,258 66
Jay Cooke & Co.....	5,881 49
Defaulted agents.....	26,612 01
Empire Transportation Company..	18,994 89
Tidionte and Titusville R. R. Co..	6,500 00
Titusville and Petroleum Centre R. R. Co.....	97,046 02
Individuals and companies.....	88,900 44
Fuel and material on hand.....	40,691 51
Due from railroad companies.....	99,571 63
Due from agents, etc.....	21,039 45
Cash in hands of Treasurer.....	72,443 64
Total.....	\$10,137,777 65

LIABILITIES.	
Capital stock.....	\$4,959,450 00
Oil Creek Railroad mortgage bonds.....	\$580,000
Warren & Franklin Railroad bonds.....	1,500,000
Consolidated bonds.....	1,100,000
Union & Titusville Railroad bonds.....	500,000
Total.....	\$3,680,000 00
Profit and loss account.....	1,026,507 32
State of Pennsylvania.....	6,440 00
Titusville Pipe Company.....	13,959 93
Unpaid vouchers.....	145,186 77
Bills payable.....	17,780 58
Due railroad companies.....	289,453 05
Total.....	\$10,137,777 65

Railroad Earnings.

The earnings of the Burlington, Cedar Rapids and Minnesota Railway Company for the month of October, 1874, were \$142,314 07, against \$129,909 04 in October, 1873, an increase of \$12,315 03.

The earnings of the Chicago, Danville and Vincennes Railroad Company in October, 1874, were \$81,918, against \$79,095 in October, 1873, an increase of \$2,823.

The earnings of the St. Louis, Alton and Terre Haute Railroad (main line) in October, 1874, were \$123,747, against \$112,378 in October 1873, an increase of \$11,369.

The earnings of the Atlantic and Pacific Railroad for the week ending November 7, 1874, were \$104,900, against \$98,147 for the corresponding week in 1873, an increase of \$6,753.

For other earnings, as far as reported, see page 1446 this week's issue.

Illinois Central Railroad.

During the month of October, 1874, 3,748.65 acres of Land were sold for \$27,714 91.

The Cash collected on Land Contracts during the same time was \$35,880 11.

The Traffic on the Main Line in Illinois in October, 1874, was \$610,018 20, against \$610,728 31 in October, 1873.

The Traffic of the Iowa Lines (leased at 35 per cent of gross receipts), was \$194,078 75, against \$186,393 23 in October, 1873.

The total traffic on the Main Line in Illinois, and on the Iowa Lines, in October, 1874, was \$804,096 95, against \$797,121 54 in October, 1873—an increase of \$6,975 41.

Dividends and Interest.

The Boston and Albany Railroad Company has declared a dividend of five dollars per share, payable at the office of the Treasurer, 40 State St., Boston, on the 16th inst.

The Boston and Maine Railroad Company has declared a dividend of four dollars per share, payable on the 14th inst.

The Boston and Providence Railroad Company has declared a dividend of five dollars per share, payable on the 14th inst.

The Catawissa Railroad Company announces a dividend of \$1 43½ per share on the preferred stock, and 21 cents per share on the second preferred stock, payable on the 16th instant.

The Stoneham Horse Railroad pays a dividend of \$6 per share.

The regular guaranteed quarterly dividend of the Cleveland and Pittsburgh Railroad Company, at the rate of seven per cent per annum, on the new guaranteed stocks, will be paid on and after the 1st December proximo at the office of the Farmers' Loan and Trust Company, No. 26 Exchange place, New York.

The preferred stock dividend of the Ohio and Mississippi Railroad Company, due March 1, 1875, will be paid, with accrued interest, to date of presentation, at the office of the company, No. 52 William street, New York.

The interest coupons of the seven per cent gold mortgage bonds of the Denver and Rio Grande Railway Company maturing Nov. 1, 1874, will be paid on presentation to Duncan, Sherman & Co., 11 Nassau st., N. Y.

Coupons on the first mortgage bonds of the Toledo, Peoria and Warsaw Railway Co., Western Division, due Aug. 1, 1874, will be purchased at their face value by L. V. F. Randolph, No. 21 Nassau st., N. Y.

For other dividends, and interest payable in November, see pages 1447 to 1457, inclusive, this week's issue.

Union Pacific Railroad.

The earnings of the Union Pacific Railroad for September, 1874, were \$1,063,993 05, the expenses \$393,180 51, and the net earnings \$670,812 90. In September, 1873, the earnings were \$1,068,936 66, the expenses \$501,838 54, and the net earnings \$567,098 12—showing a decrease in earnings of \$4,943 61, with a decrease in expenses of \$98,771 17, making an increase in net earnings of \$108,714 78. For the nine months ending September 30, 1874, the earnings were \$7,520,184 98, the expenses \$3,563,212 59, and the net earnings \$3,956,968 39—showing an increase in earnings, as compared with the corresponding period of the previous year, of \$154,160 37, with a decrease in expenses of \$129,666 16—making an increase in net earnings of \$283,826 53.

☞ A dispatch from Salt Lake City says the Union Pacific Railroad Company has taken a half interest in the Utah Southern, and the latter road is to be pushed forward at once 25 miles from Provo.

☞ The officers of the Indianapolis, Cincinnati and Lafayette Railroad company, elected on the 3d inst., are: M. E. Ingalls, President; C. H. Booth, Secretary; F. Osborn, Treasurer. There was no change in Superintendent.

Baltimore and Ohio Railroad.

The St. Louis *Courier* says that the Baltimore and Ohio Railroad is "the most successful trunk line in the country," and sums up the history, facilities and advantages of the great Baltimore route and market as follows:

Whatever may be the opinion of certain inland cities at certain times on the subject of railroads, it must be admitted, after all is said and done, that the welfare of these same cities is intimately connected with, if not dependent upon these same railroads, and so will be as long as railroads are the veins that circulate the life blood of the country.

Our neighbor, Chicago, is fortunate in having in immediate prospect a new friend and feeder, the Baltimore and Ohio railroad, that company having just completed their track from a southern point on their Lake Erie division to Chicago, this being the last link in the Baltimore and Ohio chain between that city and tide water.

The company has also made extensive improvements on the Marietta and Cincinnati railroad. Their new "cut off"—a straight line between Athens and Parkersburg—lessens the time between Cincinnati and Baltimore two hours. The value of such an alteration is obvious to every business man without further comment.

As this great carrier extends one of its long arms in our direction, also, an outline of its progress and present condition may be interesting to our readers.

The Baltimore and Ohio railroad germinated in 1828, and grew solely out of the demands of a local traffic in the neighborhood of Baltimore. From that time till the breaking out of the war its history is one of slow but sure and healthy growth—the growth of a giant oak rather than that of a mushroom—in the course of which it extended its terminal points westward, and improved its terminal facilities eastward until it became a great "trunk line." The war damaged its equipment but did not cripple its energies nor stop its progress, evidences of which are seen along its whole line from Baltimore to Cincinnati and Chicago. The road has in operation a line of seven steamships, running between Bremen and Baltimore. These land their passengers and baggage at Locust Point, within a few feet of the cars that take them westward, thus avoiding all the expense, delay and confusion of a long omnibus transfer.

The first American sight that astonishes our German friends are two immense grain elevators of this company, one of which, just completed, towers 175 feet from tide-water to roof, and has a capacity for 1,600,000 bushels. Every possible facility has been provided for the handling of other classes of freight. By means of tracks extended over the water, coal cars dump their contents directly in the hold of the vessel below; and in the year 1873 more than 2,000,000 tons were thus speedily and economically transferred.

The company has also displayed excellent judgment in fitting their road for the passenger traffic. Large and commodious hotels have been established at convenient points along the line. These have been erected with a view to that increase of business in the future, which past experience has given them reason to expect, and are tastefully built and carefully managed. The passenger coaches of the Baltimore and Ohio railroad are strong and comfortable, and by no means devoid of artistic adornment. Such pleasant surroundings at once put the traveler in a mood to enjoy the scenery for which this route is so celebrated, and it is wonderfully pleasing, an ever-changing panorama of the beautiful, the grand, the historic.

As a natural consequence of its attractions, facilities, and good management, the financial condition of the Baltimore and Ohio railroad has steadily improved, until to-day it stands preeminently a "solid" road. It has a surplus fund of \$29,000,000, and its stock ranges from sixty to seventy per cent, above par; therefore it can

readily obtain loans upon reasonable terms in European markets, when its rivals cannot secure them at any price. It supports no watered stock, and but a small debt, and hence it finds a profit in carrying passengers and freight at a rate which could not be remunerative to other roads. It extends its track, not by leasing old lines upon terms which must eat up the profits of the investment, nor by purchasing with money obtained on watered stock, or borrowed at an enormous rate of interest. Such a financial policy as this could never have made the Baltimore and Ohio railroad what it is to-day—the most successful trunk line in the country.

Denver and Rio Grande Railway.

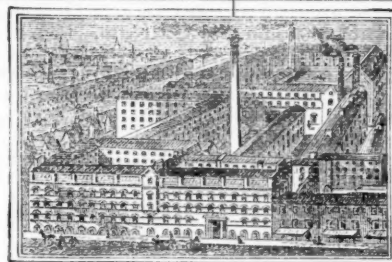
The Denver and Rio Grande Railway makes the following general exhibit of its earnings and expenses for the month ending Sept. 30, 1874:

EARNINGS.	
Freight:	
Ordinary	\$18,654 49
Government	381 42
Total	\$19,035 91
Passenger:	
Ordinary	\$15,978 32
United States troops	162 80
Expresses	545 25
United States mails	694 17
	17,380 54
Miscellaneous:	
Sundry sources	81 95
Gross earnings, 118 miles	\$36,498 40
EXPENSES.	
Conducting transportation	\$4,951 20
Motive power	5,094 38
Maintenance of cars	518 18
Maintenance of way	8,097 37
General expenses	1,217 60
Total expenses	\$19,878 73
Net proceeds to balance	16,619 67
Total	\$36,498 40
Net earnings, 45.53 per cent.	
COMPARATIVE.	
Gross earnings, as above	\$36,498 40
Gross earnings, same month 1873, same mileage	34,326 24
Increase, 6.3 per cent	2,172 16
Net earnings, as above	\$16,619 67
Net earnings, same month 1873	18,769 31
Decrease, 11.4 per cent	\$2,149 64

Pennsylvania Railroad.

At a meeting of the directors of this company, held in Philadelphia on the 3d inst., the usual semi-annual dividend of 5 per cent, was declared. A statement of the operations of the company on its works east of Pittsburg, during the past six months, was presented, showing gross receipts of \$19,696,642 and net receipts of \$9,444,386. After paying interest on bonds, semi-annual main line payment, and dividends and interest on the New Jersey lines, there is a balance of \$5,141,856. After reserving \$876,333 for contingencies, there is \$4,265,423 available for the dividend, which on a capital stock of \$68,443,800 will amount to \$3,422,165, and with the State tax, which the company pays, to \$3,730,159. This leaves a balance to credit of profit and loss of \$535,364. These figures cover a half year in which business was probably never before in the history of the company so much paralyzed, and would indicate assurance for the future.

The earnings of the Central Pacific Railroad in October, 1874, were \$1,507,000, against \$1,375,470 in October, 1873, and \$1,285,567 in October, 1872. For the ten months ending October 31, 1874, the earnings were \$11,824,903, against \$11,574,276 for the first ten months of 1873, and \$10,593,011 for the first ten months of 1872.



Manufactory of the Spencerian Steel Pens, Birmingham, England.

SPENCERIAN

DOUBLE ELASTIC

STEEL PENS

The superiority and excellence of these justly celebrated Pens, are appreciated, as is shown in their constantly increasing sale. They are comprised in 15 numbers, of which one number alone has an annual sale of more than

5,000,000.

The Spencerian Pens are manufactured of the very best material by the most expert workmen in Europe, and are famous for their elasticity, durability, and evenness of point.

The Spencerian Pens are for Sale by all Dealers.

We make Fifteen Numbers of Pens, differing in flexibility and fineness of point, adapted to every style of writing, as follows:

No. 1. College Pen. Point Fine; Action Perfect. This is a great favorite with our leading penmen, is largely used in the Schools and Commercial Colleges throughout the country, and gives better satisfaction than any Pen before the American Public.

No. 2. Counting-House Pen. Point Fine and Flexible, well adapted to the use of Correspondents and Accountants.

No. 3. Commercial Pen. Point Medium. An Easy Writing Business Pen.

No. 4. Ladies' Extra Pen. Point Extra Fine and Flexible. For Delicate Fine Hand Writing this is a very superior Pen.

No. 5. School Pen. Point Fine, Medium in Flexibility. For a durable School Pen it has never been equalled.

No. 6. Flourishing Pen. Point Long, Flexible and Medium in Fineness. For Off-hand Flourishing.

No. 7. Quill Pen. Point Medium, Quill Action. A Smooth, Easy Writing Pen. Its name well represents its qualities.

No. 8. Congress Pen. (New.) Medium Flexible Point. A very superior Pen for all styles of writing. This Pen undergoes a process that renders it non-corrosive and three times more durable than any ordinary steel Pen.

No. 9. Bank Pen. Point Long and Flexible. A great favorite with Accountants, Tellers, &c.

No. 10. Custom-House Pen. Point Medium. Well adapted to all styles of Bold-hand Writing.

No. 11. University Pen. Point Medium, very Smooth and Flexible. The action of this celebrated Pen is very fine.

No. 12. Epistolaire Pen. Point very Fine and very Flexible. This is the Finest Pointed Pen made, and for very Delicate Writing, Map and Fine Pen Drawing, it has no equal.

No. 13. Engrossing Pen. Point Blunt and Smooth. Particularly adapted to Coarse-hand Writing and Engrossing.

No. 14. Artistic Pen. Flexible, with extra fine Point. This Exquisite and Truly Celebrated Pen is the Best Pen extant for Fine Ornamental Writing.

No. 15. The Queen. Point extra fine. Admirably adapted to all kinds of Fine Writing.

Sample Cards containing all the FIFTEEN Numbers, securely enclosed, will be sent by mail on receipt of 25 cents.

IVISON, BLAKEMAN, TAYLOR & CO.
138 & 140 Grand Street, N. Y.



TENDERS FOR STEEL RAILS.

Tenders in quantities of not less than
5,000 TONS OF STEEL RAILS
will be received by the undersigned not later than
Thursday, the 16th November, 1874.

The Tenders to state the name of the makers, and the price per ton of 2,240 lbs., delivered on the Wharf at Montreal during the season of navigation of the year 1875. The last delivery to be not later than 1st October.

Payments will be made of eighty-five per cent. of the delivered price, on the Bills of Lading in England.

Weight of the Rails to be ninety tons to the mile of Railway.

Tenders to be marked, "Tenders for Steel Rails."

By order,
F. BRAUN,
Secretary.

Department of Public Works,
Ottawa, Sept. 29, 1874.

The American Wood Carbolicizing Co.

Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus. Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, U. S. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen. Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler, Gen. Gilmore, Gen. Newton, A. B. Mullett, C. H. Haswell.

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company

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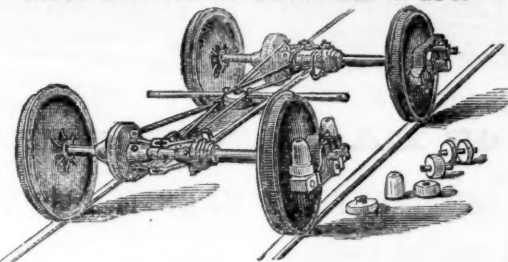
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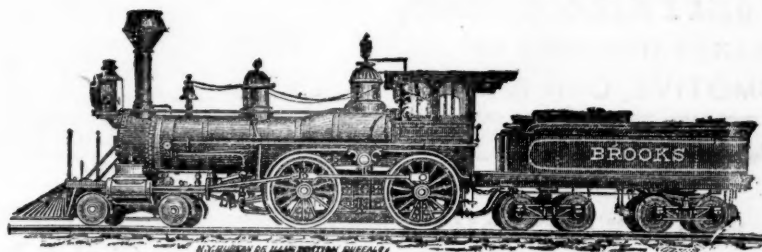
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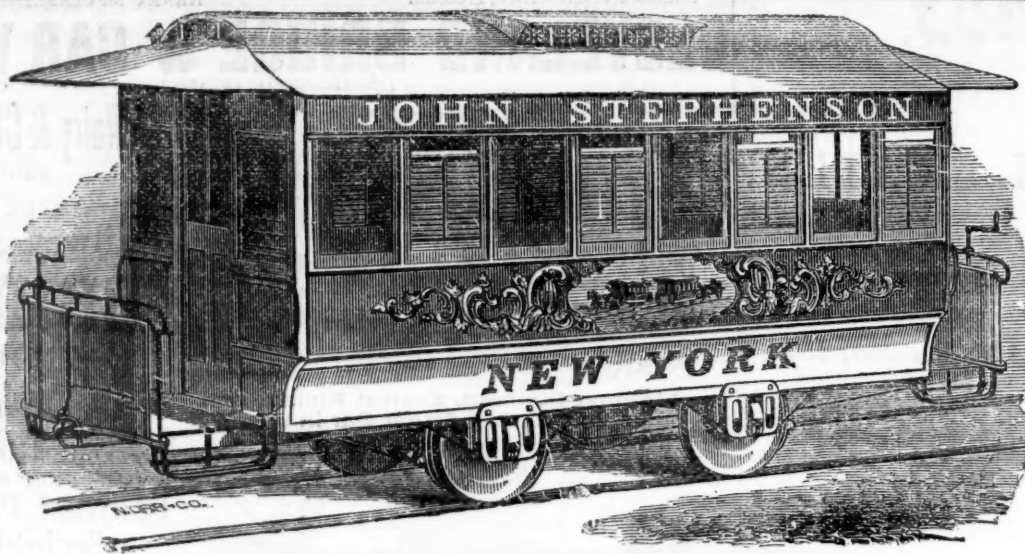
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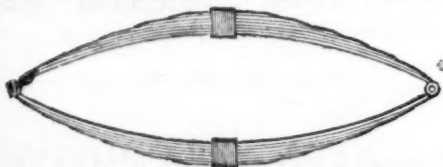
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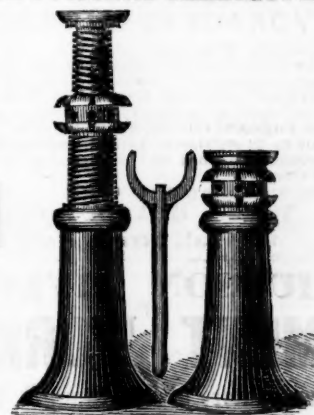
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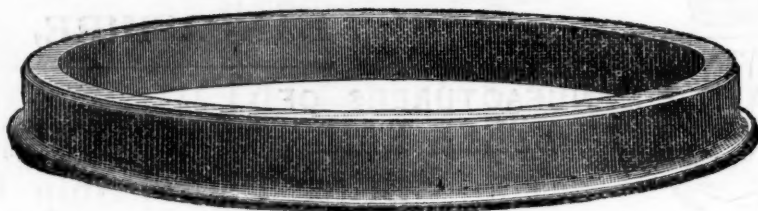
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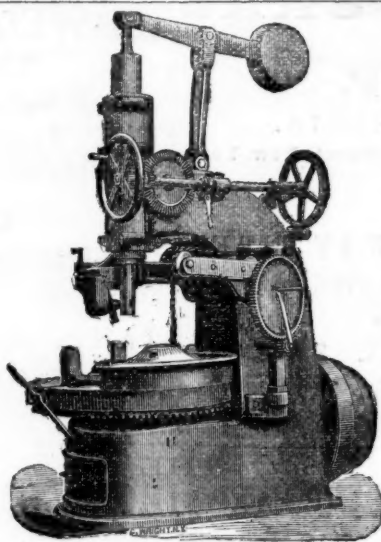
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